RAILROAD

4-60

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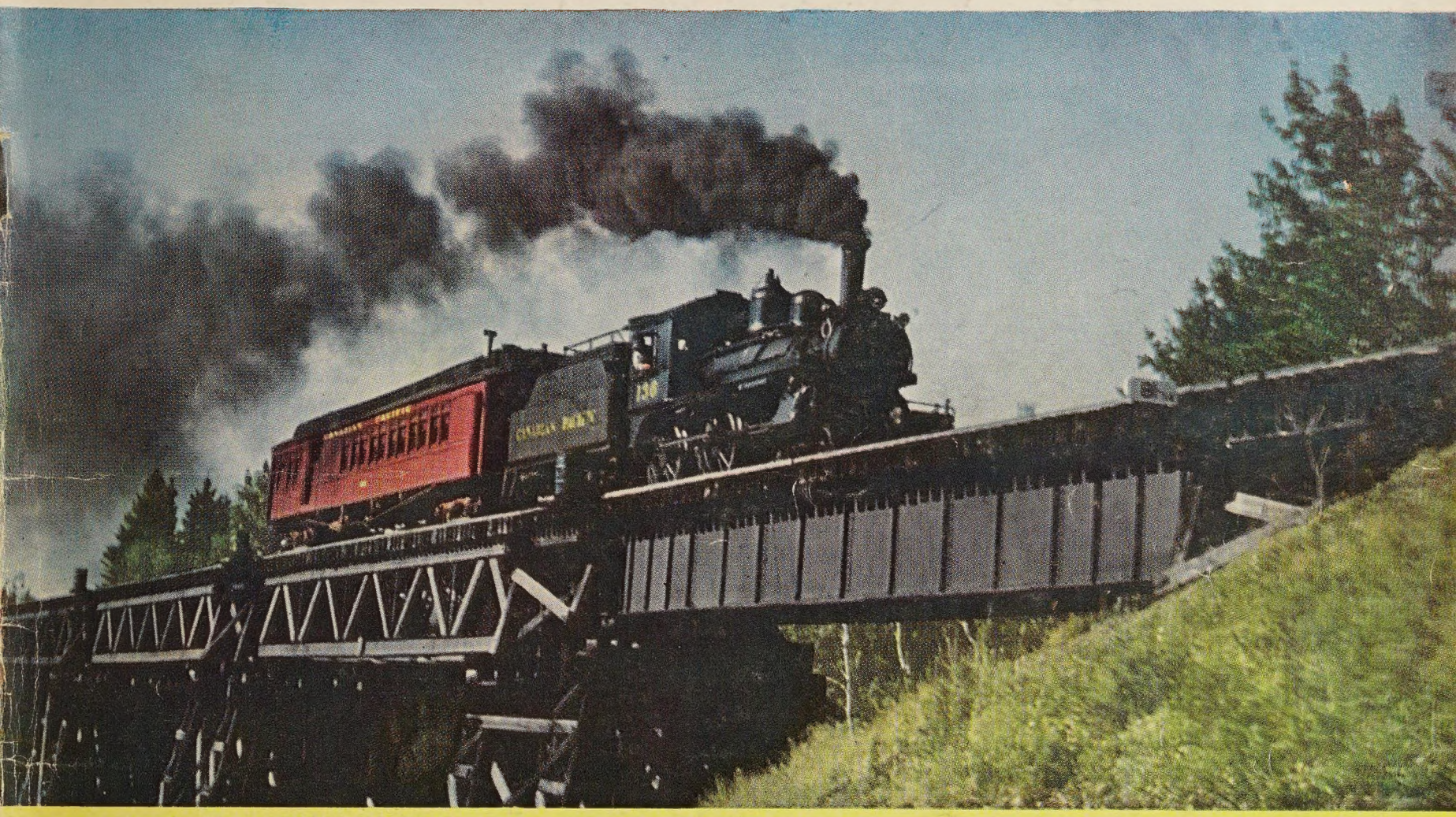
MAGAZINE | JUNE 50c



Canadian Pacific eight-wheeler No. 136, now at Chipman, New Brunswick, no longer in regular service, is still the oldest active locomotive on our continent. Pictured on a recent Norton-Chipman run: (Above) Approaching Belleisle. (Below) at Cumberland Bay.

Photos by N. Kent Loudon

Red Russia's railroads get the green light

If you think the great era of railroad building is gone, you should see Russia today!

The Russians are feverishly building new railroads . . . improving existing trackage . . . adding modern equipment — electric and diesel locomotives, roller-bearing cars, automatic coupling, welded rail and plenty of new and improved rolling stock.

And while Russia's railroads are by no means up to American railroad standards, they're moving ahead fast.

* * *

In the United States, by contrast, public policies tend to reflect indifference to the railroads, while they encourage railroad competition.

Railroads are burdened with over-regulation and discriminatory taxation — while their competition uses highways, waterways and airways built and maintained by the government.

* * *

The railroads ask no special favors. All they ask is the equality of treatment and opportunity fundamental to the American concept of free enterprise. Granted this, the public would then be *assured* of the efficient, low-cost rail service which a dynamic economy and national defense demand.

ASSOCIATION OF

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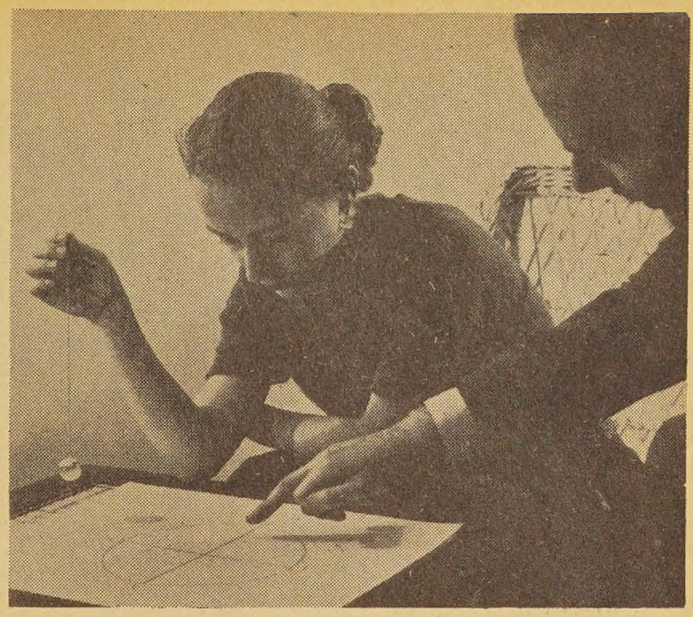
NEW DISCOVERY IN HYPNOTISM

shows how to hypnotize in 30 seconds!

Yes, an amazing new method has been developed to bring on quick, easy induction of the hypnotic trance. Now, for the first time, you too can benefit from this recent discovery in hypnotic induction.



QUICK RESULTS

Want to hypnotize your friends? Your club members? HOW TO HYPNOTIZE is a remarkable primer that shows you just how to master the latest improved induction methods. The author, a widely experienced hypnotist and consultant, gives you the exact positions to take, the precise phraseology, all the steps necessary to hypnotize even the most difficult subjects.

EXCLUSIVELY in How to HYPNOTIZE

ENTIRELY NEW METHOD

Until recently the process of hypnotic induction was largely based on trial and error methods which succeeded mainly with subjects who were highly susceptible to hypnosis in the first place. The truth is that these highly susceptible subjects make up a very small percentage of the population. That is why amateurs and beginning hypnotists have so often been disappointed in their attempts at trance induction. Now, however, recent scientific research has developed ENTIRELY NEW METHODS that are not only sure fire in their results but quick and easy to achieve! For the first time, these new methods are presented in HOW TO HYPNOTIZE in language that you can easily and successfully follow on the very first reading!

SHOWS YOU STEP BY STEP

This book — which has been acclaimed by doctors and psychologists — is guaranteed to give you all the know-how necessary to induce the trance state in others. It not only explains the latest discoveries in hypnotic induction, but it shows step by step, move by move, exactly how to bring on the trance; how to transform the trance into deeper and still deeper states; and how to terminate the trance quickly and effectively without any dangers whatsoever. You are even given alternative methods, so that you can actually chose the one that suits you best.

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RAILROAD MAGAZINE

THE MAGAZINE OF ADVENTUROUS RAILROADING—FOUNDED 1906

VOL. 71, NO. 4 JUNE, 1960 50 CENTS

ILLUSTRATED FEATURES

Photos of the Month 13
Narrow-Gage Memories ..... Lucian C. Sprague 16
Trolley Line in Cemetery ..... Steve Maguire 22
Coaling Up (camera studies) 24
Grand Trunk Steam Power ..... John Davis 44
Shortlines of Ohio (roster) ..... Sy Reich 56

SHORT HAULS

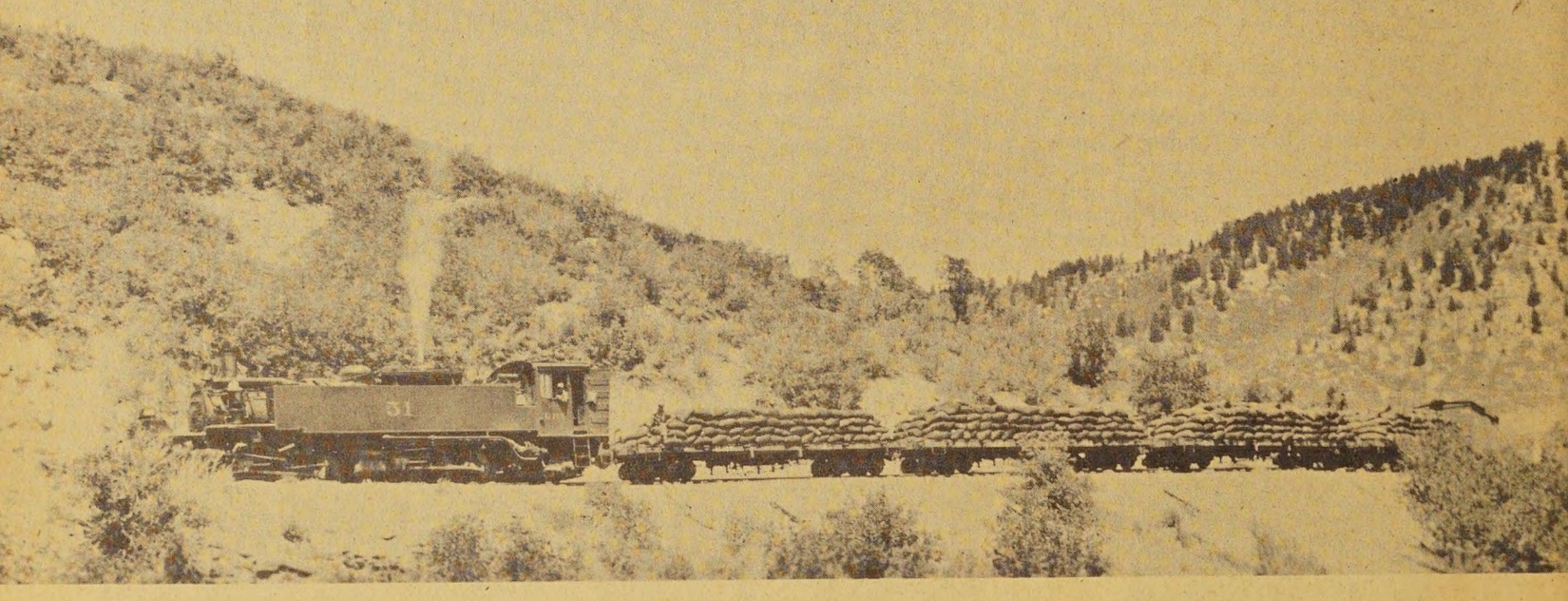
Steam Days on the Grand Trunk ..... Wm. J. Parry 21
Diesels Need Spark Arresters ..... W. C. Kinnear 33
Along the Iron Pike ..... Joe Easley 34
The San Juan Express ..... Larson M. Powell 35

FICTION

Back in Circulation ..... Harry Bedwell 46

DEPARTMENTS

Mail Car 6
Information Booth 28
Transit Topics 36
Books of the Rails 42
Railroad Hobby Club 58
The Switch List 61



Mallet No. 51 of the narrow-gage Uintah, shown descending Baxter Pass, later became Sumpter Valley No. 251. (See page 16.)

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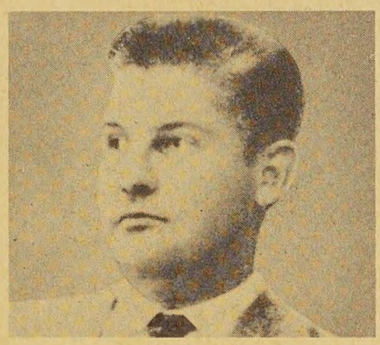

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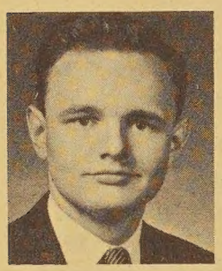
MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

These three new-design 2400-hp Alco DL-640 diesels, now being demonstrated on various American railroads, are prototypes of a Model 251 locomotive built for high-speed freight. Photo shows the three-unit hookup at the Delaware & Hudson sanding station in the Mechanicville, N. Y., yard between shakedown runs.

PART of the fun of rail photography, according to N. Kent Loudon, who made the two color-shots on our front cover, is finding the right spot to stand, taking into account such factors as light, wind, and extraneous background material.



N. Kent Loudon

"The only problems I had with the two pictures," he says, "were skinning both knees while climbing to a privy roof from which I took the Cumberland Bay shot, and choosing a low angle at Belleisle to exclude a new culvert that was being built there. The Canadian Pacific not only let me photograph its equipment but even sent me a list showing the location of various types of engines."

Kent is a steam fan. "The sight of a three-unit diesel walking away with 100 loads of coal," he says, "isn't nearly so thrilling as to watch a brace of Mikados do the same. Even so, the diesel is the railroads' attempt to offset the evils of over-taxation and too much regulation. If diesels will keep the railroads running, bring on the diesels. But it is highly improbably that I will ever take a 10-day vacation in Canada for the sole purpose of photographing them, as I did for steam power."

Kent is 19, a sophomore at West Wesleyan College, 232-A McCuskey Hall, Buckhannon, W. Va. There are no known railroaders in his family.

"I favor *Railroad's* policy of emphasizing old times," he says. "*Trains* takes care of the modern stuff." ●

FED UP with three years of slow travel by bus and truck, the Ringling Bros. and Barnum & Bailey Circus, "The Greatest Show on Earth," is riding the rails again. This outfit is making a 24,000-mile tour covering 75 cities. Before it left winter quarters at Sarasota, Fla., wagons and cars were given fresh coats of silver and scarlet paint. Prior to 1957, when it abandoned the traditional big tent and became an "indoor" show, the circus moved in three long trains. Now, with less equipment and fewer employes to transport, it needs only one train. ●

ONE night last winter Miss Grace Hoffman of Daytona Beach, Fla., was waiting with two friends at a train crossing outside McAlester, Okla. She suddenly decided to hop a slow-moving M-K-T freight and ride it to the next crossing. Climbing onto a boxcar, she waved gaily to her startled companions. The train picked up speed. Afraid to jump, Grace hung on in near-freezing weather. Seventy miles later, when the train stopped at Muskogee, she slid down from the car—numb, bruised, shoeless and hatless—into the arms of police. ●

THE JOHNSON BAR is neither a cake of chocolate nor a cocktail lounge. It is a locomotive reverse lever.

According to "Carload Andy" Ospring, retired engineman, 1322 N. Ontario St., Burbank, Calif., the term dates back to the 1880's when a master mechanic of that name began putting a longer reverse lever on every engine that came to the back shop because he realized that the longer the lever the easier it was to throw over.

Carload adds: "Jim Hook, an Illinois Central engineer running out of Effingham, Ill., in the early '70's, deserved credit for the closely-notched quadrant. He induced his master mechanic to make such notches and thus the IC was the earliest road to do so. I have a picture of one of the first engines to have the notches, with Jim at the throttle.

"The Pacific types which showed up on the Vandalia (now PRR) around 1909 had extra-long Johnson bars. In those days it was the duty of firemen on oldtime passenger engines to throw the levers, and they did so until about 1921. That was when my father, 'Old Dutch Andy,' died while pulling trains 30 and 31 between Terre Haute and St. Louis. The day after his death the Pennsy took off his old Vandalia 8710 and put on one of the 5700 flat-tops." ●

A WOOD-RACK supplying fuel for locomotives in the 1890's was operated at Nahunta, Ga., by the mother of E. B. Lary, now a retired Atlantic Coast Line dispatcher living at Waycross, Ga. This was a platform elevated to the height of the tender floor.

"After a crew had loaded their tender," Mr. Lary writes in *ACL News*, "the engineer would leave a ticket (see page 34) showing how much wood they took. My mother also furnished the railroad with poling, crossties, and bridge timber, besides being the town's ticket agent, postmaster, and storekeeper. Once a month, when the pay train came by, she was paid for material and service rendered."

Mr. Lary began railroading in 1905. In those days the road that made the fastest time got the mail contract, which was an important revenue item. He tells with a chuckle how Seaboard and Plant System trains raced for the mail from Savannah, Ga., to Jacksonville, Fla.:

"The Plant System had engine trouble. The rival crew, passing them at Burroughs, gave them the laugh. Knowing that the Plant train would have to get another engine from Savannah, the Seaboard men thought they had won the race. They still thought so

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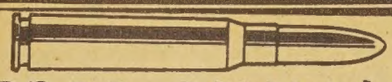

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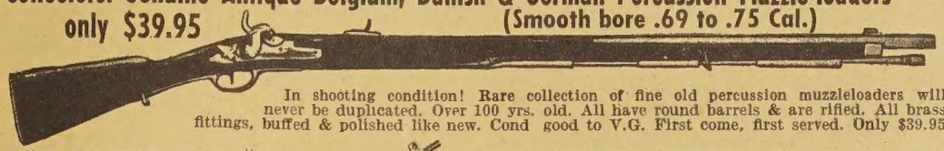

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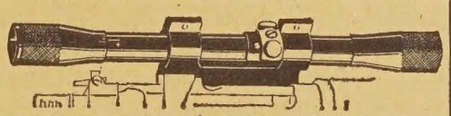

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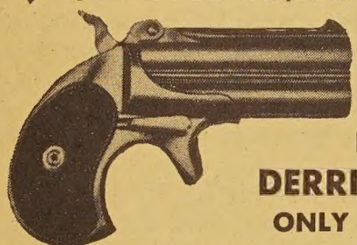

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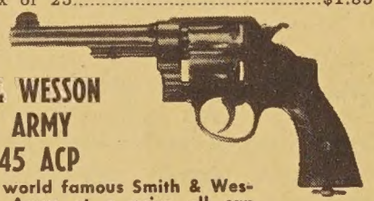

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	.22 6-Shot Revolver	12.95	
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when they reached Jacksonville and reported they had left the other train many miles behind with a broken-down engine. Then they learned with dismay that the Plant special had arrived some time before. Its crew had knocked off and gone home!" ●

PERSONALITIES. "As a Milwaukee Road fan, says Henry Korman, 2640 Garfield St., Longview, Wash., "I welcomed the 'rail pinup' photo on page 8, Feb. issue. In my opinion, it was the best picture in the magazine."

Ten American signal designers and engineers have been loaned to British Railways for 18 months to help install an extensive signal system there.

"Who can beat my record?" asks H. Phillips, 13509 Blenheim Rd., Cleveland, O. "At one time my dad, my son, and I worked for the New York Central, along with 5 uncles, 4 cousins."

Louis Coglas, age 70, inventor of the gasoline speeder, died the other day at Seattle, Wash. He built by hand the first such car at his own expense and donated the idea to the railroads of America. For 30 years he was a Northern Pacific construction boss.

A dog traveled in the cab of a New York subway train the other night. Motorman Gene Randolph rescued it from the tracks and gave it a ride to the next station. Then he carried the animal in his arms up to the street and returned to his cab. What happened to the dog after that is not recorded.

Long Island engineer Jimmy Kiebler is also a musician. Recently, while playing the big organ at Penn Station, New York, he was invited officially to visit Liberia, an African republic, and provide music for a presidential inauguration, which he did. He lives at 50 Pennsylvania Ave., Massapequa, N.Y. ●

STEAM POWER. "I am breaking in as a Union Pacific telegrapher at Eaton, Colo.," writes Carl V. Ehrke, "and in the weeks I've been here no diesel has pulled the Great Western local between Eaton and Loveland. Mostly steamer 90 is used, varied by 51 or 75. The 51 works Loveland yard; 75 is a spare.

"One day all three were busy: No. 90 on the local, 51 replacing a broken-down diesel at a sugar factory, and 75 in the yard. This is probably the last year for 75, a Consolidation of 1907 vintage. No. 60 is stored in reserve behind Loveland roundhouse. Alco built her in 1937 for a proposed passenger run that never materialized.

"Great Western's steam engines are a joy to behold. I have yet to see a dirty one. You can ride the caboose cupola of a steam-hauled freight from Eaton to Loveland, 30 miles for 50 cents. Bedwell's Eddie Sand stories prompt me to ask how many roads today permit the use of typewritten train orders." ●

Miss Laura Keene, who won the title Miss Canadian National Recreation Ass'n, a trophy, and $100, lives at 2215 Duquesne Ave., Longue Pointe, Montreal, works in car accountant's office with her sister Pat, models occasionally, and enjoys various outdoor sports.
Canadian National Railways

TRAGIC memories come from E. P. Smith, 301 Beechwood, Bourbon, Ind. "One cold January morning in 1912," he writes, "when I was teaching school at Larwill, Ind., a Pennsy wrecking train rolled westward through town and stopped in a cut, a mile past the school, to investigate a report of a broken rail.

"While the train waited and while most of the crew were eating breakfast in the commissary car, the *Pennsylvania Limited,* pulled by a K-2 engine, roared past the flagman frantically waving a red flag and slammed into the rear of the stopped train. The wrecker's coach, supply car, and two tool cars were demolished and caught fire, and several of the *Limited's* cars jumped the rails.

"Five bodies, burned beyond recognition, were taken to a temporary morgue. One was believed to have been the flagman, but he turned up later, unhurt, and it proved to be a sheep's carcass from the wrecker's food stock. Who knows further details?" ●

NEWS ITEMS. After having its headquarters in Wilmington, N.C., since 1840, the Atlantic Coast Line Railroad will move this summer to Jacksonville, Fla., "for economic reasons," leaving behind a memento valued at $1½ million. Its four general office buildings, all built of brick, and the land they stand on are being given to the city of Wilmington. About 1,000 employes and their families will trek southward.

The 207-mile Atlantic & Danville, in Virginia, has filed a petition in Federal court asking for bankruptcy reorganization. Southern Ry. operated this line for 50 years, ending Aug. 1, 1949.

Under a new plan of attack on juvenile vandals that destroy railroad property worth $150,000 a year, the Long Island's 50-man police force is scrapping the traditional system of having cinder dicks cover fixed beats and adopting a flexible setup with no fixed assignments until the men report for daily duty. Thus thieves or vandals cannot study the pattern of patrols and time their depredations for in-between periods. Prior to World War I, the LIRR police force had its own pack of bloodhounds.

To regain passenger traffic, B&O is cutting some fares by as much as 33% in round trips on the *Columbian,* the *Ambassador,* the *Shenandoah,* and other trains serving its Baltimore-Washington-Chicago route. The new low rates equal those set previously as an experiment elsewhere on the system.

Chesapeake & Ohio is observing its 175th year of transportation. It began in 1785 when George Washington founded the James River Company, a C&O predecessor.

Atlantic Coast Line merged with the 343-mile Charleston & Western Carolina last December 31 at 11:59 p.m.

David Marshall's article, "The Railroad Navy" (Aug. '59), evokes this comment from Rick C. Shoup, 751 King St., Jacksonville, Fla.: "At least four old tugs, two Erie, two Pennsy, are down here in Jacksonville. The new owners have not bothered to paint out the old names or emblems."

A push-button shearing machine—so large that its one-man operator needs a closed-circuit television monitor to watch it—has been set up at New York Central's Ashtabula, O., scrap and reclamation plant. The machine is 2½ stories high. It can cut sheets and parts of 30 worn-out freight cars per day into valuable scrap.

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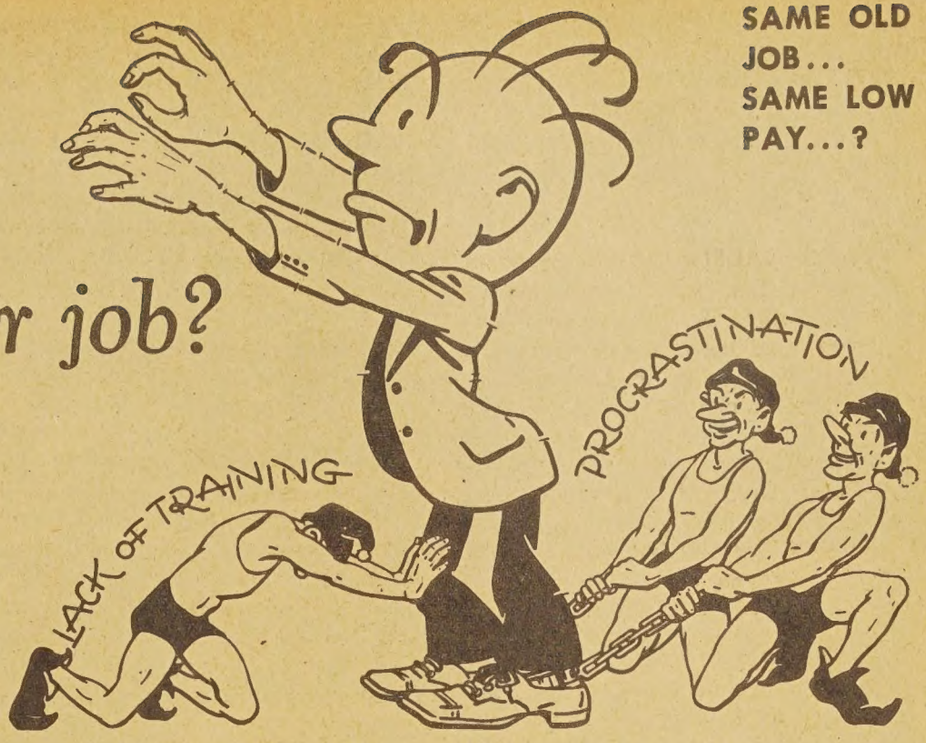

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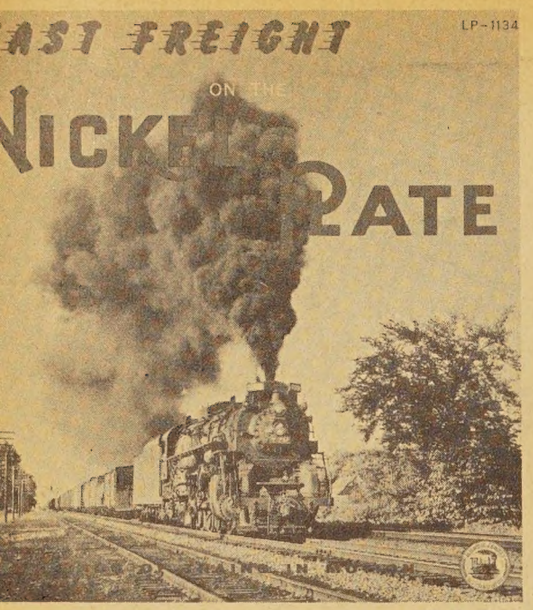


Jacket of new record shows NKP 779.

Two gigantic railroad tank cars, each 30,000-gallon shell capacity, are being built by Union Tank Car Co. These are the biggest railroad tank cars ever built, having almost three times the capacity of today's average-sized cars. Each measures 85 feet over the couplers and is based on Union Tank's recently patented Hot Dog design, the first basic changes made in tank-car design in 40 years. They will be delivered this spring to Tuloma Gas Products Co., Tulsa, Okla., for the transportation of bulk liquid.

Old No. 9, a 65-ton saddle-tanker, recently hauled 17 loads of timber out of a camp near Siletz, Ore., on the final run of the Georgia-Pacific logging road. Only 2 steam locos are left in regular service in Oregon, both on the Peninsula Terminal Ry., the state's last all-steam line, according to Kramer Adams, 7212 Interlaken Drive, Tacoma, Wash., who is writing a book on logging roads.

Illinois Central and Southern Pacific have joined hands in asking ICC permission to acquire and operate the John I. Hay Company, a 2500-mile barge line, so as to offer shippers a coordinated rail-water-highway service.

The Santa Fe this year is spending $100 million on modernization and improvement. This large chunk of money is available despite the tapering off of passenger business.

A loco built in 1886 for exhibition at Edinburgh, Scotland, and retired long ago, No. 123 of the Caledonian Ry., was recently restored to working order by her present owner, the British Railways, along with four other old-time steamers. All five were used in hauling excursion trains to the Scottish Industries Exhibition at Glasgow.

The Rock Island Lines and the Milwaukee Road are actively exploring the feasibility of a merger.

High officials and a crowd of 20,000 braved sub-zero weather last winter for the inauguration of train service at Hami in China's far northwestern province of Sinkiang. The Trans-Sinkiang Railroad is one of Communist China's major projects. Its route will pierce a vast Central Asian area for the first time by rail, providing service from China's seaboard into the Soviet Union.

America's first diesel-powered streamliner, the Burlington's *Pioneer zephyr*, is being retired and probably will be put on permanent exhibition. This famous train made its first round trip Nov. 11, '34, between Lincoln, Neb., and Omaha, St. Joseph, and Kansas City, Mo. It has run about 3,200,000 miles, carrying a million passengers.

Union Pacific has bought from General Electric the experimental World Locomotive which formerly ran on the Erie, numbered 750A, B, C, D and rates 8000 hp.

Portland Municipal Terminal has acquired a 45-ton steeple-cab diesel-electric, No. 4, from Pan-American Engineering Co. ●

TWO NEW RECORDINGS reflect the glory of the vanishing Steam Age: *Thunder on Blue Ridge*, by O. Winston Link Railway Productions, 58 E. 34th St., New York 16, N.Y., and *Fast Freight on the Nickel Plate*, by North Jersey Recording Associates, Dave Swindells, manager, P.O. Box 2, Maplewood, N. J. Both are LP hi-fi's and bother merit acclaim.

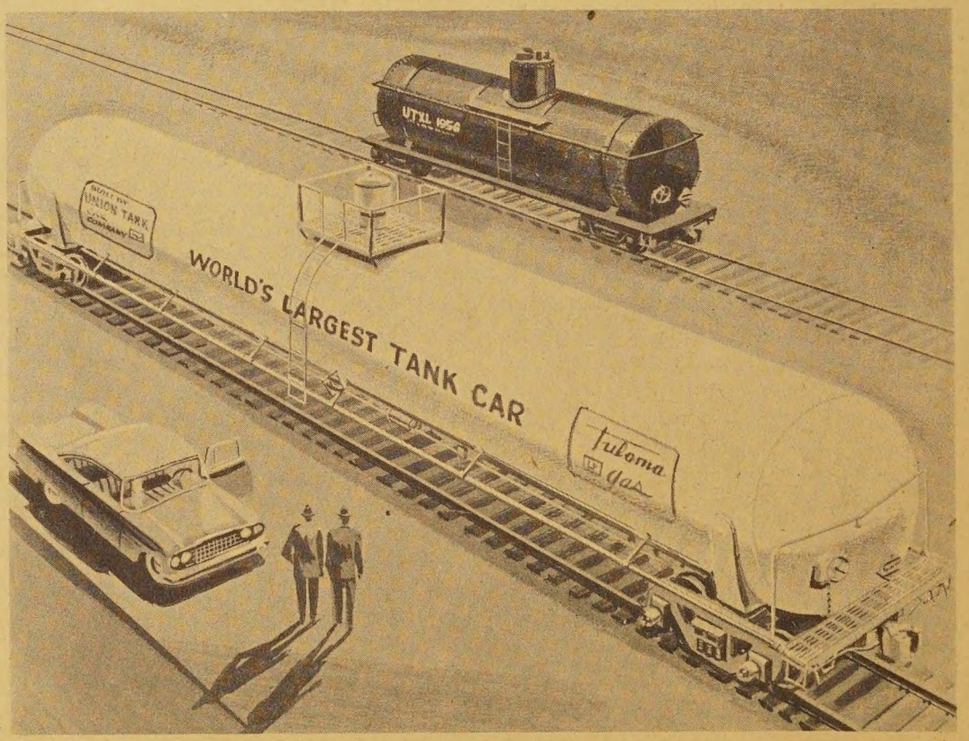
Thunder on Blue Ridge (see page 13) is the third in the Link series. It tells the dramatic story of a Norfolk & Western doubleheader, classes Y6 and A, defiantly wheeling freight up a mountain grade east of Roanoke on a wet summer night in 1959, after nearly all of America's railroads had gone diesel. We hear clanking drivers, the labored exhaust, fantastic whistles, and so on, a mighty cacophany, and passing trains, and even a break-in-two, with background nuances: voices of crew men, crickets chirping. It's all there, a connected story told in 47 minutes.

Jacket photos were made by Link, David Plowden, and Roy Zider. The price ($4.95, stereo $5.95) is the same as that of Link's two previous disks, *Sounds of Steam Railroading* and *The Fading Giant*. Your editor is proud to have all three in his record-library.

New Jersey Recording Associates also has made a name for itself with quality production. *Fast Freight on the Nickel Plate* is a stirring and unforgettable steam medley, the chant of power and rolling wheels. It sells at $4.95.

In addition to Nickel Plate freight, the disk includes other steam in the Great Lakes area. There are good recordings of NKP's last steam passenger run, May 18, 1958, with No. 175, a 4-6-4, and Grand Trunk Western passenger service, and a 2-8-8-4 on a DM&IR ore train. Gordon R. Roth made the impressive jacket photos. ●

New Hot Dog-30 has a shell capacity nearly thrice that of average-sized tank car.



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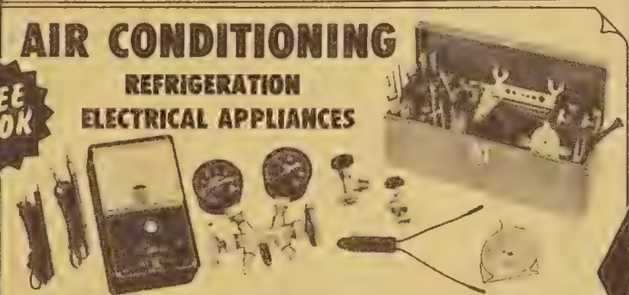

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Like to Hunt? You'll find the hunting of your life all around — and in! — Golden Valley. There are waterfowl, quail, cottontail and deer in abundance. **Like to fish?** There's no closed season on the Colorado River or the lakes it forms. Year--round you'll catch wonderful rainbow trout . . . fabulous fighting large mouth bass. Nearby Lake Mohave is part of the Lake Mead National Recreation Area, described as "one of the ten best fishing areas in the nation!" **Watersports?** Boating, water skiing and swimming are great!

MEET OUR NEIGHBOR!

Bustling Kingman (pop. 7,000) is expanding toward Golden Valley borders. It has fine churches and high-standard schools, homes rich with green lawns and huge roses, excellent TV reception, a radio station, a newspaper . . . and a genuine Western welcome for newcomers. You'll like the energetic people in Kingman!

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. . . is a new development in the 30 magnificent miles between Kingman and the Colorado River, near the fabulous Lake Mead National Recreation Area. For the first time, this peaceful desert Valley, ringed by purple hills, is being sub-divided into 2½ acre parcels, each fronting a graded street, each equivalent to 10 average city lots. Tree-clad mountains, sparkling lakes, picturesque mining towns and a modern city are minutes away, thanks to State Highway 69 which runs through the Valley! **Here is exploding Arizona in its most colorful expansion . . . a land rich in value today, even richer in its potential as Americans surge westward.**

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SIZE ACRES	DOWN	PER MO.
2½	$10	$10
5	20	20
7½	30	30
10	40	40

Reference: Phoenix Title & Trust Co.

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Address_____

City:_____ Zone:____ State:____

Phone:_____

Indicate No. of Ranchos____ total enclosed $____

Photos of the Month

O. Winston Link, 58 E. 34th St., New York City

A mighty Norfolk & Western doubleheader on a rain-washed night in the unforgettable era of steam power. This dramatic camera study (in color) adorns the jacket of O. Winston Link's most recent hi-fi recording, "Thunder on the Blue Ridge."

487

◀ **Open door, Aug. '59. Looking through the old brick Rio Grande roundhouse in Alamosa, Colorado, we see one of the two K-36 Mikados that will soon begin to wheel 70 cars of freight southward on a twice-weekly trip to Chama, N. M.**

Fred Matthews, 652 Boulevard Way, Oakland, Calif.

The last steam-hauled mixed train in U.S. made its final run Aug. 17, 1959, on the Canadian Pacific from Brownville Jct., Maine, to Megantic, Quebec. Mike Hardy of Greenville Jct., Maine, watches the fireman of No. 5137 take on water. ▶

Both photos on this page by David Plowden

B&M-Central Vermont operator at East Northfield, Mass., checks orders for conductor (left) of CV local train to Palmer, Mass.

NARROW-GAGE MEMORIES

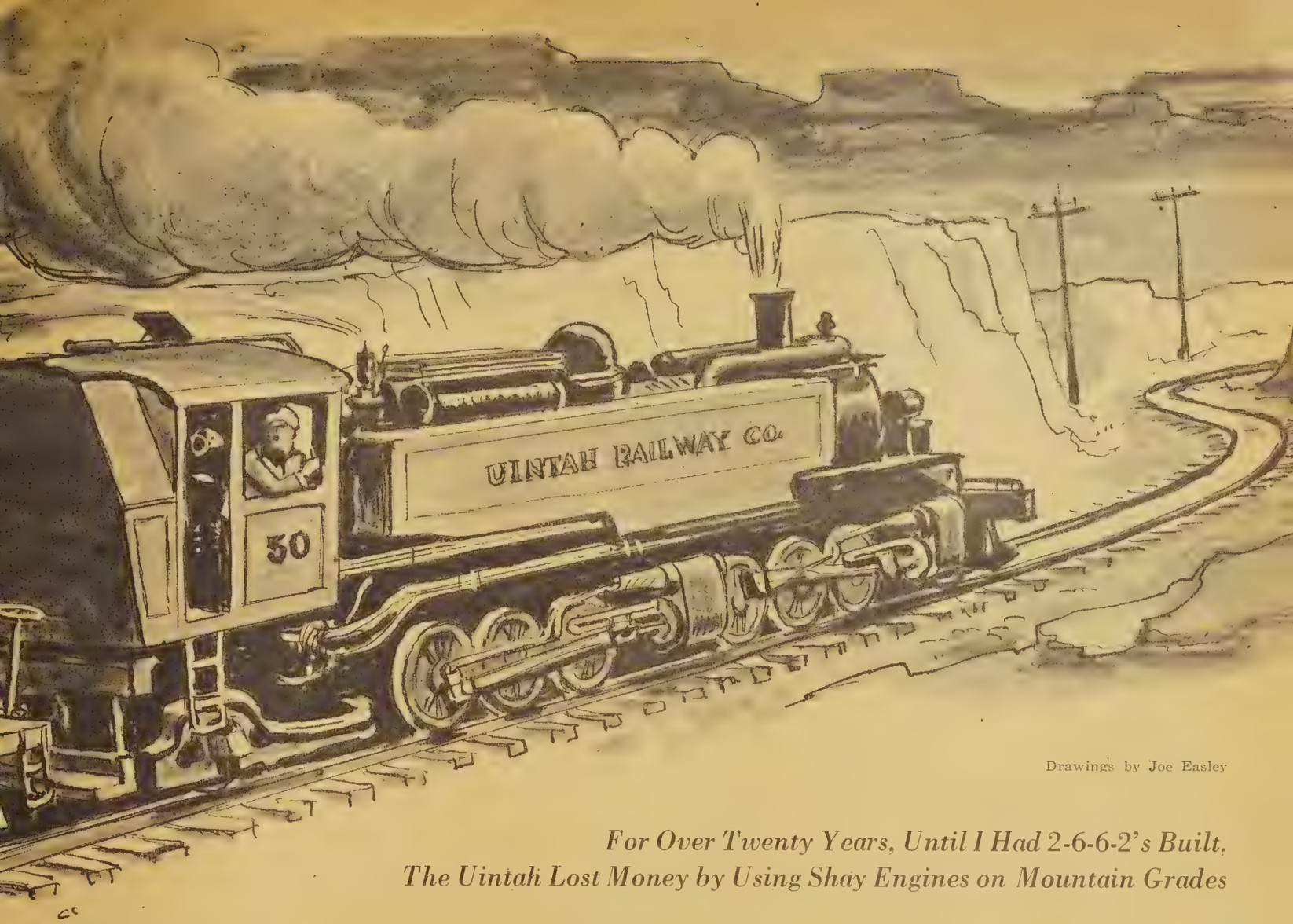
By LUCIAN C. SPRAGUE

Onetime General Manager of the Uintah Railway

MANY FAMOUS narrow-gage roads have puffed and snorted and clanked their way into history, but the three-foot Uintah (pronounced "yew-*in*-tah"), that climbed the rugged trails of the Colorado Rockies and simmered through the Utah badlands with tonnage trains of gilsonite, had a picturesque quality all its own. I am proud of my connection with the Uintah. It marked a high point in my fifty years of railroading.

I remember the day in 1899 when, as a kid of fourteen, I became a callboy on the Burlington. The roads don't have callboys any more. They don't hire kids now. But they did in '99, and thus I began a railroad career that, at the time, seemed to stretch out endlessly into the future. I also remember the day, not long ago, when I left the high iron forever by resigning as president of the Minneapolis & St. Louis after lifting it out of the red. But most of all I remember the Uintah.

In 1923 the Barber Asphalt Company, which owned the line, asked me to take charge as superintendent and general manager. I had been away from railroading for some time, in business for myself as a construction engineer, and welcomed a chance to get back. They told me the Uintah was operating at a loss, hadn't made a dollar of profit since it started running in 1904.



Drawings by Joe Easley

For Over Twenty Years, Until I Had 2-6-6-2's Built, The Uintah Lost Money by Using Shay Engines on Mountain Grades

My first inspection tour showed why. The motive power was inadequate for mountain grades.

An enormous vein of rare asphalt known as gilsonite, used in the manufacture of paints, varnishes, roofing, and floor covering, had been discovered high up in the Uintah Basin. And Barber Asphalt had built the narrow-gage railroad to bring down out of the mountains neither silver nor gold but gilsonite.

Gilsonite looks like bituminous coal but is shinier. It filled a continuous vertical streak many miles long, up hill and down dale. In some primordial era the earth had split apart and into that vast crack, six to ten feet wide, the mass of precious hydrocarbon had flowed and hardened. This was the world's richest known supply of gilsonite.

The tracks ran from Mack, Colorado, where they had a junction with the Denver & Rio Grande Western, northerly to Watson, Utah, the terminal. The railroad builders' main problem was to cross a towering, scrub-dotted ridge, far above the timberline, known as Book Cliffs, which separates the Colorado River Valley from the Uintah Basin.

Well, they crossed the summit at Baxter Pass, known as the Big Hill, more than a mile and a half above sea level, about 3900 feet higher than Mack. Between mileposts 28 and 40 there were 233 curves. The grade was 7½ percent. Engines were changed at Atchee, where the shops and a three-way switch were located. F. G. Morse, our construction engineer, drew a profile of the system for me. An Easterner studied it and said: "Why, that line is so full of curves, it looks like a screen-door spring."

Although most of our freight consisted of gilsconite sacks for Barber Asphalt, ricked up on flatcars, the Uintah ranked as a common carrier. Besides freight, it handled mail and even passengers. ICC representatives who toured the line in July, 1924, told me it was the most difficult operating setup they had ever seen.

Loring F. Wilcox, now curator of the Railway & Locomotive Historical Society, used to work for the Uintah at Dragon, Utah, and recalls the first night he arrived there, traveling by train.

"I was alone in the car," he says. "It was snowing hard. I thought I heard another train coming up behind us and I guessed from the way he was working that he'd be into our rear end in about two minutes. I had never before heard nor seen a Shay-type engine. The conductor took a load off my mind by explaining that *our* locomotive was making all the noise. When we stopped, the fireboy came in for the coal hod. He said that the tender was empty but we'd soon be at the summit and would coal up there, and the rest of the way was down hill."

Railroading involves a lot of headaches. One time a shrewd contractor figured that a cargo of bricks could be carried up the mountain by parcel post for less than the cost of ordinary freight. Although the story is still good for a laugh, the Post Office Department did not find it very funny. They lost so much money on the shipment and the Uintah's equipment was snarled up for so many days that they finally decreed: No more parcel post ship-

ment of more than 200 pounds can be made in one day.

I traced the Uintah's losses over the years to the insufficient power of Shay engines, built in 1896 and bought in 1917. But when I proposed building a new type I had a fight on my hands. Company bigshots belittled my design for an engine to run effectively on Uintah curves and grades. "Impossible," they said.

Even so, I got in touch with Baldwin Locomotive works and collaborated with them on a high-pressure articulated type which could climb steep grades with fifty tons more than could be handled by any two of the Shays then in operation.

This was a radical decision, and strong opposition came from the top brass. I offered: "If those engines fail to do the job on the Uintah, I'll resign and try to sell them to the Sumpter Valley," this being a narrow-gage logging road at Baker, Oregon. Reductantly, they agreed.

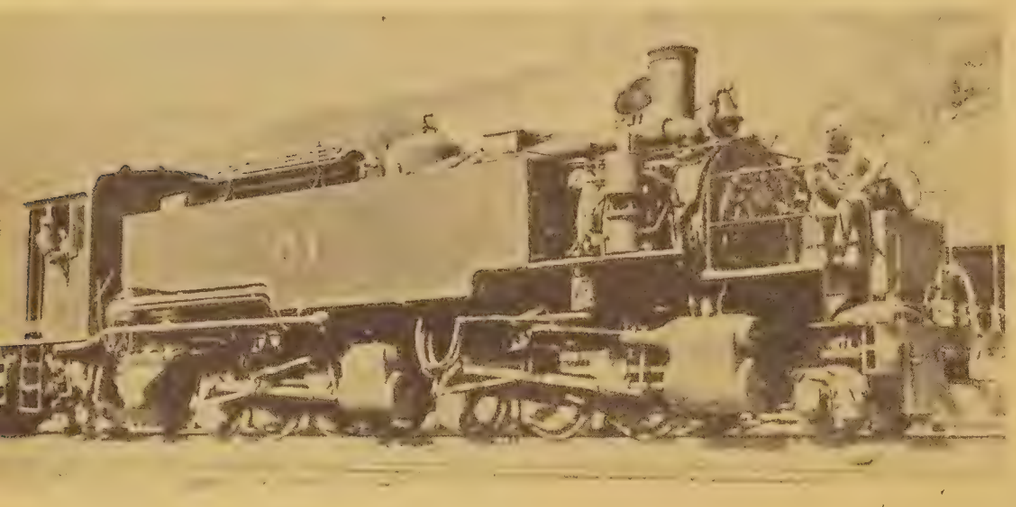
Now, here's the joker. This so-called bold experiment in motive power not only pulled the Uintah out of the red but when the line was abandoned years later, the Sumpter Valley bought the locomotives, and eventually sold them to a mountain line in Peru where, I am told, they are still running. They were magnificent!

With regard to operating problems, I quote Loring Wilcox again: "The yard stood on a slight grade that was usually enough to start a car with the brakes released. The hand-brakes had large wheels, larger than those on standard-gage cars, and one man could handle perhaps two loads down any hill on the road.

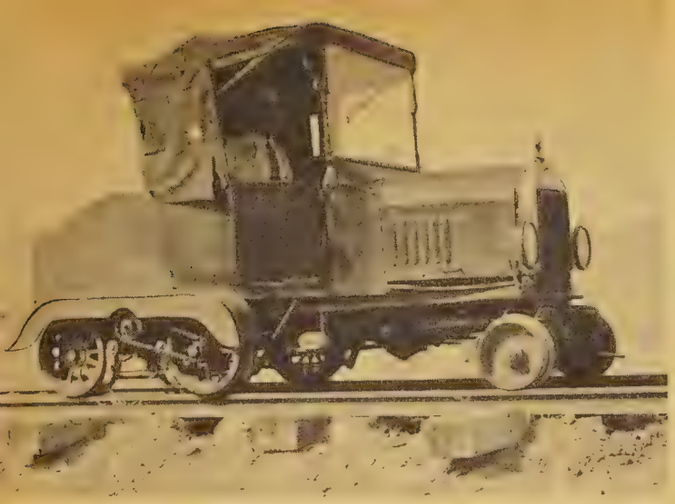
"When moving a car up hill in the yard, you used a pinch bar or a team of horses, depending upon the weight. As a rule, cars were left for the day—or when both locomotives had gone—on the up-hill end. A switching operation there consisted in releasing the brake on the car to be spotted, doing the same for the car behind it, and letting it run into another car, jumping across at the moment of impact, and handling the brake as needed. Sounds rather complicated, but it developed into a fine art and became a legend."

One of Wilcox's pals worked on the section—but not for long. That, he claims, was before the days of motor section cars. Usually a small flatcar would be hauled up hill by the local passenger or freight and would roll down by gravity. Often the handcar had no brake, so a heavy stick was held between both wheels on one side, and pressure applied to the stick held it on the hill.

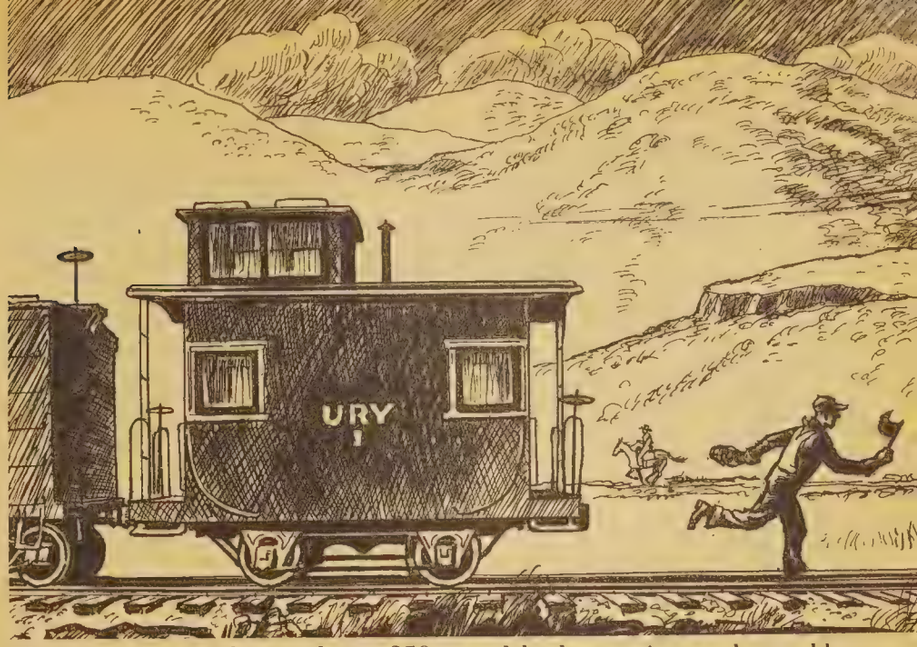
"This was my friend's job," Mr. Wilcox continues, "and all went well until he got to admiring the scenery so much that the stick dropped on the right-of-way, and the car started to gather speed. He hollered, and the gang unloaded in good order—all except the boss, who had been sitting on an open nail keg. The keg did not disengage from his pants readily, so boss



Number 12 served three roads: the Uintah, the Florence & Cripple Creek, and the Eureka Nevada. Each of the other pictures shows 122 tons of narrow-gage articulated locomotive, a type which our author helped Baldwin to design especially for the Uintah. Use of these Mallets, beginning in August, 1926, enabled the line to show a profit for the first time in its history. (Action shot on page 4.)



The Uintah inspection car was a converted Ford.



We are curious to know what a 250-pound brakeman in cupola would have done to the center of gravity of this little eight-wheeled caboose.

and keg rolled over down the hill together. No one was hurt, but my pal was released from the section gang."

One of the proudest days of my life came in July, 1826, when Baldwin delivered the first of two high-pressure articulated locomotives, 2-6-6-2 type. That was the design on which I had collaborated with them. It represented a great increase in hauling capacity over any locomotive we had previously used. Before that, the Uintah's power consisted of six geared and seven direct-connected locomotives.

At first there was some doubt about those new-fangled machines, possibly the largest three-foot-gage locomotives on the continent, replacing the old Shays, doubt as to whether or not they could navigate 66-degree curves and 7½-degree grades. You can imagine my joy when they proved to be successful—and for the first time in history the Uintah began showing a profit.

I ran the Uintah for more than seven years, and I regard the 2-6-6-2's as one of my greatest achievements. The news spread quickly. Delegates from other railroads, even from as far away as India, came to Colorado to observe their operation.

Let me describe this type. In view of the excessive curvature on the line, we gave the design of the running gear extra careful attention. In all respects the arrangement of the frames was similar to that used on Baldwin Mallet compounds. We attached the radius bar connecting the front and rear frames to the former by a horizontal pin, while its rear had a ball-jointed connection with a vertical pin seated in the back cylinder saddle. This gave ample flexibility in both horizontal and vertical directions.

The leading truck was of the Economy constant resistance type, with cast-steel frame and outside journals. The load carried by the forward equalizer was transferred to the truck frame through a single rocker placed on the center line. We designed the truck to swing 6¾ inches on each side, equalized with the driving wheels of the front unit.

Our back truck, of the Delta type, was equalized with the rear group of drivers. The locomotive frames were supported on the truck frame through two constant resistance rockers, whose centers were 9½ feet apart transversely. There was practically no overhang at the rear end, so that, while providing ample flexibility, the frames were stably supported. Driving wheels of the middle pair in each group had plain tires.

Supporting the boiler on the front frames was a single sliding bearing placed between the second and third pairs of driving wheels. This was designed to permit a rocking movement in a vertical plane. There was a rigid support at the cylinder saddle of the rear engine, while the firebox was supported on sliding shoes at the front and the back, an ideal arrangement.

The boiler itself was a straight-top type, with a sloping back head and roof sheet. The firebox extended over the rear driving wheels and contained a Gaines bridge wall. As fuel we used a good grade of bituminous coal. The grates rocked in four sections and had drop-plates at the back.

Sand was delivered in front of the leading drivers from a rectangular sandbox placed on the forward deck plate. A box placed over the boiler supplied sand to the front and rear drivers of the back engine. Each unit had a mechanical force feed lubricator—four feeds leading to the cylinders and steam chests. A single-feed bull's eye lubricator served the air-pump cylinders.

Because of the swing of front cylinders when traversing sharp curves, we found it impracticable to apply a manually-operated cylinder-cock rigging, so the cylinder cocks were operated by air.

This locomotive had a height over all of 14 feet 2½ inches, and an extreme width of 10 feet one inch; while the length over the outside faces of the

Loring F. Wilcox

Uintah passenger train at summit of Baxter Pass. Crew were not uniformed.

Combination bar, general store, and barber shop at Dragon on Uintah line.
Loring F. Wilcox

front and rear bumpers was 45 feet 8 inches. You can see that these were very liberal dimensions for a three-foot-gage locomotive, but in service this type performed much better than any of the smaller engines we had used.

The Uintah had its share of wrecks and runaways, especially on Baxter Pass. One Sunday morning, for example, the sandpipes on an engine clogged, the rails were slippery, and a passenger train dropped down hill like a scared comet. It finally stopped, right side up—except for a coach overturned. Conductor Fitzpatrick died; Engineer Lyman was badly injured. There were no other casualties.

And now we come to Mrs. Sorenson, who ran the boarding-house at Dragon for gilsonite miners and their girl friends. Here is the story as Wilcox Loring tells it:

The lady thought it would be a fine idea to install a piano at the boarding-house, so she ordered one from a mail-order catalog. Nearly every day thereafter for about a month she went to the station in vain to see if it had come. At length a piano arrived while she was out. The fellows uncrated it and took it up to the boarding-house. When Mrs. Sorenson returned home she exclaimed: "Why, that's not the one I ordered!"

She phoned the office. Sure enough, one look at the crate showed it was intended for another party. This was not good. To make matters worse, the consignee was on his way to Dragon to pick up the piano.

"We rushed it back to the freight house," Mr. Wilsox recalls, "locked the doors, and called in all hands to recrate the darned thing. I was left in the office to hold off the consignee until I got a signal from the freight house that all was well. When the consignee showed up, I spent about fifteen minutes looking over waybills and other items until the signal came. We all felt relieved when the man paid his freight bill and left town with his piano."

Mrs. Sorenson's piano arrived later on. I understand it was still being used, though somewhat battered, many years afterward when the Uintah Railway passed into history. The company announced in 1938 that its gilsonite vein had played out around Watson and Rainbow. They would open deposits at Vernal, they said, but would bring down the stuff by truck. So the ICC agreed to their petition for abandonment.

On June 23, 1939, the railway property was sold for scrap. The last train hauled water to Dragon and Watson, picked up what little freight there was, and a few passengers, and drearily returned to Mack.

But I wasn't there for the funeral. I had left the Uintah in 1932 and was working for the Katy as an executive representative. Something I'll never forget: that farewell run was powered by one of the precious Mallets I had helped to design. And, as I said, those old girls are running today in South America on the highlands of Peru. ●

Linwood W. Moody

The Uintah's Atchee shops. Note 3-way switch. White scar across distant mountainside is Baxter Pass, the Big Hill.

Steam Days on the Grand Trunk

by WILLIAM J. PARRY

Canadian National Engineer, Retired

ORDINARILY, an arch built of fire-brick inside a steam locomotive next to the flue sheet is solid and substantial. It is not likely to vanish overnight. But you can't always be sure.

The purpose of this arch is to keep the cold air that is blown through the open firebox door from coming in direct contact with the flue sheet. Such contact could expand or shrink the sheet, resulting in leaky flues, which constituted a major problem on the old Grand Trunk in horse-and-buggy days.

The arch also prevents the flue sheet from being honeycombed with fine bits of coal and foreign substances from the firebed. Honeycombing cuts the draft and multiplies the fireboy's woes. A brick arch in a hand-fired engine is a *must*, because it makes for free steaming and averts a lot of wear and tear on the ashcat.

These facts being true, you might wonder why a brick arch would vanish from a Mikado-type engine on the Grand Trunk many years ago, before the Canadian National took over.

Well, it was like this. Back in the Golden Age of railroading we engineers thought we owned the locomotives on which we worked. It was not uncommon for a hogger to stride into the foreman's office and demand, "Why ain't the work been done on my engine?"

Later, of course, pooling of locomotives ended all that. It also changed other things, including the personal interest that a hogger took in the upkeep of his old girl.

If an engine crew were lucky enough to have a free-steaming, free-wheeling teapot, they followed her from one terminal to another, often staying away from home for weeks at a time. No hogger's wife knew, when she kissed her man good-bye and sent him off to work, how long he'd be gone.

Regardless of which terminal the engine headed for, the crew went along—not just for the ride but because they had to eat. They took cooking utensils with them. In a pinch, you could broil a steak on a scoop shovel, but a frying-pan was better. No meal ever tasted better than one prepared in the cab while you waited on the passing track for an express to streak by. Maybe it was the fresh country air or the hard labor, but those meals put new life into you.

THE GRAND TRUNK, being in a bad way financially, rented a batch of 2-8-2's from other roads, and the Mike in question was one of them. Running repairs had been reduced to a "hit-and-run" basis, due to a lack of materials, including fire-brick. Notices tacked on roundhouse bulletin boards told us that, owing to a shortage of fire-brick, only passenger engines were to be equipped with brick arches. Freight crews had to worry along without them.

A certain freight fireman, more ingenious than the others, refused to accept this verdict. We'll call him Johnny Burns. That isn't his real name, but as he is now a retired engineer it will have to do.

One day the Mikado, without a brick arch, arrived in the roundhouse at Fort Erie, Ontario. Next to her stood a boxcar loaded with precious fire-brick to be used for building arches in the fireboxes of passenger power.

While the Mike's crew were finishing supper at the local railroad "Y," Johnny Burns recalled suddenly that he had overlooked his favorite shovel, and he hurried back to the roundhouse to retrieve the scoop before someone could swipe it.

Climbing into the cab, he gazed in wonderment at the carload of fire-brick in the next stall. An idea was born. Why not grab enough brick to build an arch in the 2-8-2, Johnny reasoned, and thus lessen the work of firing her?

Lady Luck smiled that night. The roundhouse had only just been completed and was not yet equipped with electric lights, so the shopmen carried hand torches on the job. In the darkness, Johnny decided he could carry out his bold plan without being discovered.

It was no easy task. Fire-brick is bigger and heavier than the brick used to construct buildings. But Johnny had strength as well as nerve. The boxcar doors were right in line with the gangway of his engine, which would save a lot of walking, but before he could build the arch he'd have to tote bricks up the gangway steps and dump them into the cab.

The boilermaker had just finished a leakage inspection of the crown sheet, flue sheet, side sheets, and stay bolts, which meant that Johnny would not be disturbed by a grimy-faced apparition in overalls holding a lighted torch. No running repairs had been ordered, the Mike being in fairly good condition.

Realizing he'd lose hours of shut-eye, the ashcat nevertheless set to work hoisting fire-bricks up the gangway. By the time he had enough of them piled in the cab, he was perspiring freely and a bit tired, but the worst of the job lay ahead of him.

After propping open the firedoor, he lifted the bricks into the firebox. Then he crawled the length of the firebox to the tube sheet and began laboriously to place brick upon brick in the arch tubes. Handling only one brick at a time, he had to do considerable crawling along the bare grates. The firebox was much too warm for comfort, so Johnny oozed sweat while he toiled.

At last he finished the job, eyed it with pride, and then staggered wearily across the tracks to the "Y." Tumbling into bed, he dreamed of firing an engine which had a brick arch.

NEXT morning the crew were called to haul a coal drag to Hamilton. Now, coal drags were not popular with the hired hands because slow freight has to give way to everything else on the road. But Johnny Burns, still groggy from the night's labor, answered the call eagerly. With a brand new arch in the firebox, life seemed good.

He fired the Mike happily, and after making various stops on passing tracks to let the more important trains whiz by, they headed ponderously into Hamilton yards.

The trip was uneventful except for a run-in with the head brakeman on how many retainers to cut in so as to keep the train under control on Merritton Hill. Retainers hold a predetermined

(Continued on page 44)

Trolley Line in Cemetery

By STEVE MAGUIRE
Photos from Baltimore Sun

DID you ever hear of a trolley line a mile long that served only a city of the dead? Such a line existed many years ago in West Baltimore, Md., at Loudon Park, established 1853, one of America's biggest graveyards.

Outside the tall, spiked, iron fence surrounding the solemn enclosure, United Electric Railway operated the Baltimore city streetcar system, including a funeral car appropriately named *Dolores*. This car ran on the adjacent Frederick Avenue and over a short sidetrack to within a few feet of the cemetery but never inside it. She stopped at the receiving vault. The casket was unloaded by pallbearers, laid in a horse-drawn hearse, and pulled to the burial plot, while mourners followed slowly afoot.

On rare occasions another car, the *Chesapeake*, replaced the *Dolores* on her obsequial run.

That was the situation until late in 1905. The cemetery company owned 125 acres of land and was planning to buy 250 more. It felt that with the major enlargement in prospect, the mourners would soon have to walk too far, so they built a private, single-tracked trolley line on which all visitors could ride free.

Construction began July 31, 1905. The line was L-shaped, with a short spur to a car barn near Frederick Avenue and with a light steel bridge over a quiet stream. This bridge was the reason why the cemetery rails never connected with those of the city system, although both had the same wide gage. The *Dolores* was an unusually heavy car, and the light construction of the Loudon Park line, together with the bridge's load-limit, prevented her operation in the park.

The cemetery operated two single-truck closed cars. Both had quite a history. Originally horsecars, they were converted to trailers for cable cars on the Madison Avenue line of the Baltimore City Passenger Railway and still

Trolley car *Linden* waits at the far end of the line while services are being conducted by passengers at nearby grave.

later were electrified and ran on Orleans Street until 1902.

Originally numbered 2020 and 2021 on the Baltimore system, they were repainted a dignified black, with gold trim, and were lettered *Loudon* and *Linden* respectively. The inside boasted quartered-oak finish and soft velvet carpet. The *Loudon* had cozy wicker side seats but the *Linden*, named for the new addition to the park, kept her old lengthwise side seating. This line used power from the United Electric Railway.

Plans had been made to extend the park trolley line through the new Linden addition to Wilkens Avenue, on the far side of the cemetery, but the coming of the automobile age ruled out such an extension.

Cemetery cars *Linden* and *Loudon* are standing beside the ivy-covered mausoleum.

PROCEDURE for handling burials began when the undertaker (now called *mortician*) arranged with United Electric for the *Dolores* to arrive at the corner nearest the home of the deceased at a specific time so as not to delay regular cars on the line. The mourners waited outside the house for the *Dolores*. After placing the casket in a specially-built compartment, they seated themselves for the ride.

At Loudon Park the mourners disembarked. They transferred the casket to a horse-drawn hearse, which bore it to the open grave, while they boarded the park trolley and rode to a point on the cemetery car line nearest that grave. Meanwhile, the *Dolores* proceeded two blocks beyond the park entrance to a car barn, there to wait till time came for the return trip.

The same horse-drawn hearse was used to pick up caskets delivered by Pennsylvania Railroad trains at a small station designated Loudon Park.

The park's first motorman was Charles Caughy, who had been working in the United Electric Railway power plant. He was chosen because he was familiar with trolley operation and repairs, also because he was a fine gentleman. Tall, broad-shouldered, and sedate, clad in a smart-looking dark blue uniform and cap, he made a handsome figure at the controls.

Charlie soon learned the location of many burial plots and knew where to stop his car without having to be told. He carried a watering can on the trolley for visitors who wished to sprinkle flowers on the graves of loved ones. For 26 years he served the line, retiring on a pension only six months before it was abandoned.

At first the cemetery line operated on schedule, which was convenient for visitors, but eventually a car ran whenever the need arose. Weekends and holidays usually found her well filled but at other times there might be only one or two passengers.

Not all of the riders were mourners. There was a school attendance officer, a lady, who found the Loudon Park trolley a convenient means of free transportation across the sprawling cemetery area on some of her trips to visit truant pupils.

FINALLY, in late summer of 1931 an automobile replaced the rail line. Both of the park trolleys were scrapped and the obsequial rails were torn up.

But even today you can see the old roadbed. The bridge's steel framework remains. So does the silent and deserted car barn. At one place you catch a glint of rusty steel rails and you measure the gage, 5 feet, 2 inches, the same as that of the Baltimore streetcar system outside the iron fence.

Brooding there alone in the ancient city of marble, granite, and whispering trees, where thousands of people, most of them forgotten, are sleeping out eternity, you visualize a phantom car gliding quietly over a line on which no bell ever clanged and no rider ever paid a fare.

(Thanks to George Winterson, cemetery superintendent, and Bernard Harig of the Baltimore Sun for information used in this story.)

The Pennsy depot at Loudon Park consisted of two tiny frame buildings. Pictured here is cap-stacked locomotive No. 225.

COALING UP

Ara Mesrobian, 7410 Connecticut Ave., Chevy Chase, Md.

A huge wooden basket, filled by hand, was used in Maine on the Belfast & Moosehead Lake Railroad.

Tall crane hoisted fuel on Virginia Blue Ridge RR. at Piney River, Va.

Coal dock serving the City of Winnipeg Hydro Tramway in Manitoba is similar to Canadian Pacific facilities at Teeswater, Ontario, and recalls B&ML device.
Walt Evans, 3413 Indiana St., Topeka, Kan.

For years 3 of the oldest active engines in North America were fueled at Chipman, N.B., coaling station, among them No. 136, also shown on our front cover. From 3 to 4 buckets filled her tender. (Wonder how many buckets a Union Pacific "Big Boy" would need?) Built 1883 by Rogers, rebuilt 1905 and 1912, this eight-wheeler has 63″ drivers, 17 x 24″ cylinders, exerts 15,000 pounds of tractive effort. She will be shipped to a museum.

David Plowden, 1239 Madison Ave., New York 28, N. Y.

Sept. 2, 1954: Canadian National's *LaSalle*, with engine No. 6234, gets under way after taking on coal at Bellevue, Ontario.
David Plowden

Canadian Pacific hostler fills tender of No. 5137 at Brownsville Jct., Maine.
David Plowden

C. J. Dismukes, Dahlonega, Ga

High-wheeled carts were used to coal Gainesville Midland engines, down in Georgia, before steam operation ended last June.

Ah, that was railroading! Burlington 4-8-4, No. 5617, thunders over prairie toward Denver with 50-car freight. (May, '19)
Richard H. Kindig, 3831 Perry St., Denver 12, Colo.

Information Booth

1 *What are blizzard lights?*

Classification lights on steam engines, presumably bright enough to be seen even in a heavy snowfall.

2 *Which was the first railroad built in the Far West?*

Sacramento Valley line out of Sacramento, Calif. Construction began Aug. 9, 1855. The first 40-mile run from Sacramento to Negro Bar (now called Folsom) was made on Washington's Birthday, 1856, with free rides for everyone. An all-night celebration followed. But in 1865, when trains ran as far as Shingle Springs, the enterprise failed. The Central Pacific took over and, 23 years later, completed the line to Placerville. Today it is the Southern Pacific's Placerville branch.

3 *A freight train, 170 cars, is climbing a stiff grade with an engine in front, another pushing the rear, both working at peak. What is the condition of drawbars in the middle of the train? If they are extended, the lead engine must be doing all the work and no pusher engine is needed; but if the drawbars are bunched together, the pusher is doing all the work. Please explain.*

We asked Bill Knapke, a retired conductor, experienced on mountain grades where helper engines are used.

"Under those circumstances," he says, "the grades, track conditions, and engine power are changing constantly, not only from mile to mile to even from yard to yard. The drawbars are in a state of flux. At times the lead engine is pulling more than the helper pushes, but a few feet further on the exact opposite of this situation may be true.

"I have worked on grades where a 391-ton compound locomotive could handle but 9 tons of coal. It would be hard to tell where the slack was in those trains.

"Assume that your track is absolutely straight, with no variations in grade, and that each engine has the same power. (I don't mean *rating*, for one engine might pull a helluva lot more tonnage than another with the same rating.) Assume, too, that each engine pulls the last ounce of her tonnage.

"Granted all those conditions, your lead engine pulls exactly 85 cars while your helper engine pushes 85, and there is a distinct cleavage in the drawbars of your 85th and 86th cars. But don't hold your breath till that occurs. It probably never did and never will.

"Now that the drawbar situation is

settled, why don't you ask if the crosshead ever moves *back* while the engine herself is going forward? That's another sandhouse argument I often had in years gone by."

4 *Does your company sell binders for back issues of* Railroad Magazine?

No. Consult classified section of telephone book for bookbinders, or Suckert Loose-Leaf Cover Co., 234 W. Larned Street, Detroit 26, Michigan.

5 *What controllers on a diesel-electric locomotive does the engineman have at his command and what are their functions?*

These three effect the application of power and dynamic braking: reverse lever, selector lever, and throttle controller. The first one has three positions: forward, center neutral and reverse. It can be moved only if the throttle is in idle position. The *throttle lever* has ten positions: off, idle, and run 1 through 8. Each position selects a different diesel-engine speed and loading of the main generator. (But idle and run 1 are the same engine speed.)

The *selector lever* has various positions, depending upon the particular locomotive. On units with manual transition it is used to select between series-parallel and parallel as well as field shunt operations. On locomotives equipped with dynamic brakes it is used to select the dynamic brakes. When the selector lever on such units is moved to dynamic brake position, the throttle lever no longer controls the diesel motor's speed nor does it have individual notches. Instead, it is continuously variable and controls the amount of retardation. Many locomotive units built with automatic transition and without dynamic braking have selector levers which can work units with manual transition and dynamic braking so that they can MU with locomotives so equipped.

6 *How does railroaders' pay compare with wages in general manufacturing?*

Latest available figures show an average of $2.67 in straight-time hourly earnings of all railroad employes in the U. S. and $2.12 for workers in general manufacturing. The lowest-paid railroaders (maintenance of way men) average $2.37 an hour. Train-operating employes average $3.33; passenger engineers, $6.37.

7 *Are any operable woodburning locomotives left in the U.S.A.?*

Yes. This partial list comes from Tom Lawson, Birmingham, Ala. We hope other readers will add to it.

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

Mobile River Sawmill, Mt. Vernon, Ala., 2-6-2, active when Frisco crew can't switch for them.
W. M. Ritter Lumber Co., Daisey, Ky., narrow-gage 2-truck Shay, active.
Oregon Lumber Co., Baker, Ore., narrow-gage 2-truck Shay, active occasionally.
W. T. Carter & Bro. Lumber Co., Camden Texas, 2-6-0 Shays, mostly derelict.
Louisiana Cypress Lumber Co., Ponchatoula, La., 2-6-2, burns mixture of wood and coal.
International Paper Co., Blacekshер, Ala., unidentified, believed to be active.
Crosby Forest Products, Crosby, Miss., 2-truck Shay, active.
Louisiana Long Leaf Lumber Co., Fisher, La., 2-6-2, active.
Lee Tidewater Cypress Lumber Co., Perry, Fla., 2-6-2, active.
Osborne Bay & Wharf, Honeymoon Bay, B.C., 2-truck Shay, active.

8 *Is the Swedish State Railways system electrified?*

Yes, but not entirely. The system has just begun operating a new type of lightweight train for runs up to about 200 miles. One end car has an overhead current collector, a transformer, and a traction motor. The other end car also had a traction motor. Together they rate 460 horsepower, with maximum speed of 65 mph. A color scheme helps passengers to find their compartments. Upholstery in first-class cars is yellow. In second class, red, green, or turquoise.

Other European railroads use a broad yellow stripe to indicate first class. British Railways paint the numeral 1 on all doors to first-class cars. The Paris subway has a first-class car, painted red in the middle of train.

9 *How many men, women, and children are currently receiving monthly benefits under the Railway Retirement Act?*

About 746,000.

10 *How did Enola (Pennsy freight yard near Harrisburg, Pa.) gets its name?*

Legend says that an isolated telegraph operator was "alone" and spelled the word backward. Actually, the yard was named for Mrs. Enola Miller Snyder, now 74, a farmer's wife living at Camp Hill, Pa., 10 miles from the yard. Here is her story:

"My father, Wesley Miller,, owned some land along the Susquehanna River.

He had bought it from the Northern Central RR. but sold back a strip for use as a flagstop and siding. The company let him name the spot. He picked Enola in honor of me. Years later, after the Pennsy had acquired the Northern Central, Dad sold them 100 acres for the yard they opened in 1905 under the old name."

11 *When were railroad passenger cars first illuminated by (a) candles, (b) oil, (c) gas, (d) electricity, and (e) fluorescent lights?*

(a) The first recorded illumination of a railway car was in 1825: Thomas Dixon, driving a horse-drawn "train" in England, kept a lighted candle on a table in the car whenever he drove after dark. The earliest steam trains did not run at night because no engine had a headlight. With the adoption of headlights and night runs, travelers began to bring candles into coaches. Later, railroad companies supplied candles, but passengers had to light them and nurse the flames.

(b) Some time in 1850.

(c) In Dec. 1856 compressed coal gas was used experimentally to light a car of the Chicago & Galena Union (now C&NW), running between Chicago, Ill., and Fulton, Mo. In 1867 a German named Pintsch, in Berlin, devised the once-popular system of gas illumination which bears his name. It was introduced on the railroads in 1875.

(d) In Sept. '82 the Pennsy operated the first standard car lit with incandescent bulbs, from Jersey City to Broad Street Station, Philadelphia. In '87 the world's first train fully lit by electricity was the *Pennsylvania Limited* (now called *Broadway Limited*).

(e) First fluorescently-lit car ran on the New York Central in Oct. '38. The first entire train with fluorescent lighting was the Lehigh Valley's first streamliner, *The John Wilkes.* (Freeman Hub-

bard, now editor of *Railroad Magazine*, rode this train on its maiden trip, May 31, 1939.)

12 *Who is America's No. 1 railfan?*

That is a matter of opinion. The one most widely known is Lucius Beebe. The one with the largest railroad library is John W. Barriger, who is an active fan as well as president of the Pittsburgh & Lake Erie. The world's top fantrip mileage is claimed by Rogers E. M. Whitaker, a New York journalist, while Warren G. Fancher, one of the founders of Rail Photo Service, says he has snapped more than 33,000 railroad pix, which we think is a record.

13 *Which is the fastest streamlined train on our continent?*

Illinois Central's all-coach *City of New Orleans* operates the fastest point-to-point schedule: 53.2 miles between Effingham and Centralia, Ill., in 39 minutes at an average of 81.8 mph. These figures come from *Trains* magazine.

14 *What is a spring switch?*

A switch that is thrown automatically by wheels of a locomotive or car passing over the track, without manual aid, then snaps to original position.

15 *Reading H. B. Jefferson's article on the Sydney & Louisburg (April) makes me want to visit Nova Scotia. Is there any other spot in that general area where I could photograph steam power?*

Yes, indeed! Mr. Jefferson says that if you drive there overland you could pass the following places:

Vanceboro, Maine: McAdam Jct. and St. John, New Brunswick: CPR Ten-wheelers, Pacific, other steam engines.

Chipman, N.B.: CPR 136, the last 4-4-0 in North American common-carrier service.

Amherst, N. S.: Remains of Chigneto Ship Transport Ry., fantastic scheme to haul ships by rail across 20-mile isthmus. Needed only a few more rails to complete when a market panic shut it down. No steam power left, but worth visiting.

Maccan and Jogging, N.S.: Maritime Coal, Ry. & Power, Eastern Canada's last independent railway; Mogul, 2 Ten-wheelers. Mondays, Tuesdays only.

Spring Hill, N.S.: Cumberland Ry. & Coal, closing; 0-6-0, Mogul ex-Forney, Baldwin 2-8-0, Lima 0-8-0's.

Westville, N.S.: Drummond Pit, ex-CNR switcher 7260, home-made Prairie type ex-0-6-0.

Stellarton, N.S.: Acadia Coal Co., 0-6-0 and Mogul ex-Forney. And in a museum, the original Albion, built in 1854.

New Glasgow, N.S.: On CNR platform, Samson, Canada's first effective locomotive, built by Hackworth in 1838. Original parts remain, including boiler.

Sydney Mines, N.S.: 3 small steam locos (not dinkies), dating back to 1900; 4 modern 0-8-0's.

Sydney, N.S.: Some S&L and other steam power in Dominion Iron & Steel yard and at shipping piers.

Glace Bay, N.S.: nearby is Broughton Colliery, with an 0-6-0 of ancient vintage.

An illustrated Nova Scotia travel folder may be obtained free by writing to Bureau of Information, Provincial Bldg., Halifax, N.S., Canada.

16 *Tell me about Russia's nationalized railway system. (a) Is it mostly steam-powered? (b) Heaviest weight of rail? (c) Any continuous welded rail? (d) Any piggyback service? (e) Any fast passenger trains? (f) Do Russian freight trains have cabooses? (g) What railway jobs are open to women?*

(a) Yes. About 75 percent of all railway transportation is done by steam. U.S.S.R. plans to complete its dieselization and electrification by 1970.

(b) About 175 pounds per yard.

(c) Yes, experimentally. As the standard rail-length in the Soviet Union is 75 feet, there is no urgent need for continuous welded rail.

(d) Yes, and it's growing.

(e) Relatively few. But commuter service is fairly good. There is only one name-train, the *Red Arrow*, which covers 405 miles in 8 hours. Aside from the *Red Arrow* and the trains in which top officials may be riding, freights are given priority over passenger runs. All passenger trains are crowded, a phenomena which would make North American railroad officials jump with joy. Starting this year, a traveler in the U.S.S.R. needs only one ticket for a train trip. Previously, he paid separately for his fare, insurance, a compartment, an express-train supplement, etc.

(f) No. Some have no conductors. When there are skippers, they ride in quarters on freight cars.

(g) A Russian woman can be just about anything on the railway from track laborer to division superintendent. Many women hold technical jobs; a few are locomotive engineers. This is the world's largest rail system under one management, and about one-third of its employes are female.

17 *When multiple-uniting diesel-electrics, how are the units connected?*

Generally, there are two types of connections: electrical and pneumatic. Electrical connections are made by means of one or more plug couplers between the units. These control the motoring and dynamic brake operation as well as such auxiliaries as headlights.

Pneumatic connections link the locomotives' main reservoirs, the brake and communication train lines, plus pneumatically-applied sand for additional traction, and the independent brakes to allow the engineman in the first unit to apply and release the engine brakes on all units of a locomotive independently of the train brakes. Also, steam connections on passenger trains supply heat.

Running Extra

ITEM 1 (April): "Lionel painted their Jersey Central GM-EMD switcher model blue and orange due to the lack of fidelity of a color transparency furnished to them," says Sy Reich.

"A similar case occurred years ago when Lionel brought out a model of a Seaboard GM-EMD yard switcher, painting it blue and orange instead of

American-Swedish News Exchange, 630 5th Ave., New York City

New lightweight passenger train, built in Sweden for Swedish State Railways, can run 56 miles per hour.

Delaware & Hudson Railroad

New ultra-modern type of caboose has a cupola extending out over both sides for the maximum visibility and is equipped with radio.

the prototype's black and red. I called this error to Lionel's attention. They acknowledged my letter and thereafter used the correct SAL colors."

Item 11 (April): Richmond Terminal's No. 50 had GM-EMD's lowest construction number for Jan. '40, the year Electro-Motive became a division of General Motors, and thus *may* have been GM-EMD's first diesel-electric.

The first loco built by General Motors-Electro-Motive Corp. was Illinois Central's 121, built March '36, just 3 months after GM bought E-M. The first loco built by Electro-Motive Corp. was Burlington's 9900 (April '34). Santa Fe's 2150 was the first diesel built at LaGrange, Ill. (April '36).

Item 24 (April): Many British Railways stations are still being lit by gas, but not one by a private supply of gas such as Heathfield depot had.

"Where is my brother, Morris Howard?" asks J. H. Howard, 417 Putnam St., Sulphur Springs, Tex. "He was a T&P section boss until about 1955. Later seen in New Orleans and Denver. Age 50, limps slightly."

"Morse is still being used to dispatch trains on our Northern branch between Hoboken and Nyack," writes Thomas A. Bjorkman, Erie telegraph operator, Tenafly, N. J., "and on the Erie-operated NJ&NY between Hoboken and Spring Valley. Several telegraph wires also run along our main line between Hoboken and Port Jervis but are used only in emergency."

"Northern Pacific uses Morse extensively for dispatching on its Red River and other branches," reports H. T. Seaburg, Fargo, N. D. "The Soo Line uses it between Minneapolis and Saulte Ste. Marie and on their main line in North Dakota between Enderlin and Portal. The Duluth, Missabe & Iron Range also dispatches with Morse."

The Frisco dispatches exclusively by Morse between Oklahoma City, Okla., and Quanah, Texas, 185 miles. The C&NW uses Morse train orders between Casper and Lander, Wyo., writes F. E. Gillespie, Modesto, Calif., while the Columbus & Greenville, 168 miles in Mississippi, operates entirely by Morse, according to R. H. Mills of Greenville. Other data on present-day Morse appeared in our February issue, pages 10, 32 and 55.

Locomotive whistles interest A. W. Griffith, Jr., 10832 Huston St., North Hollywood, Calif. He wants a list of books, articles, etc., on them.

David Johnson, 112 Concord St., Nashua, N. H., seeks data and pix on Hex River Mts. line in S. Africa, especially 8-mile Matroosberg tunnel, and old Lacroix RR. in Maine, the rails of which he thinks are still visible.

A man who worked on some of the Santa Fe's 2-10-4's, Bruce Fox, 7123 Newbury, San Bernardino, Calif., wants to know in which month of 1944 they were built, how they were disposed of.

Our recent definition of *slip coach*, a bygone British institution, evokes this comment from R. E. Williams, Ladymead, Rucklers Lane, King's Langley, Herts., England: "The essence of a slip coach was that it detached itself from a train doing 50 or 60 mph. The guard (brakeman) in charge of this coach then applied his brake to stop it in the station for which it was intended.

"Sometimes he either slipped too soon or braked too vigorously, stopping the coach short. Sometimes he slipped too late or did not brake hard enough, letting it sail through its station. In either case a light engine, standing by to pull the coach off the main line into a siding after the passengers had disembarked, would do her stuff a bit earlier than had been planned."

Slip coaches were used in Britain on the old Great Western, LM&S, L&NE, and Furness railways, and even on French railways. Mr. Williams recalls a train leaving Paddington station many years ago with four such coaches. He sends us this from a local magazine:

Working a slip was quite a skilled job. The slip guard had only the hand brake with which to stop, whereas the train had the vacuum brake. There was special precautions against the possibility of collision after slipping. If a signal was seen at danger, the slip guard had to make no attempt to slip but had to give the driver (engineer) in good time a red flag instead of the normal green, and the driver would stop.

Remember the Pintsch gaslights that were used in railroad passenger cars long ago? There are still a few left in museum-type operating equipment.

Rail-picture postcards (locomotives, trolleys, etc., mostly colored) may be obtained by mail from the following:

Branford Electric Ry. Asso., Box 457, Short Beach, Conn.: 8 different trolley postcards, all beautifully colored, 35c, or 5c each, plus stamped env.

David Johnson, 112 Concord St., Nashua, N. H.: 2 diff. colored postcards (CNR steam-powered Ambassador on bridge and B&M's last steam train), 5c ea. plus stamped env.

Eastern Illustrating & Publishing Co., Belfast, Maine: wide selection of black-and-white postcards showing trolley cars, trolley stations, car barns, covered bridges, ships, etc., mostly New Eng. in early 1900's. Catalog plus sample, 10c.

Colourpicture Publishers, Inc., Boston 15, Mass., 3 diff. colored postcards (Mt. Wash. Cog. Ry., CPR loco No. 1, streetcars on a Montreal street).

New England Electric Ry. Historical Society, Inc.: 6 diff. colored postcards of Seashore Electric ars, 5c ea. plus stamped env.

Wm. E. Wood, agent for Connecticut Electric Railway Asso., 58 Hazardville Rd., Longmeadow 6, Mass.: 3 beautiful colored postcards (Conn. Co. wooden car, Springfield Term. combine, open car and crowd at museum), 25c a set.

Knott's Berry Farm, Ghost Town, Buena Vista, Calif.: 46 different colored postcards, including many railroad views, 5c each, 6 for 25c, plus postage.

Strater Hotel, Durango, Colo.: Silverton narrowgage line postcards in color, 5c each, 6 for 25 cents, plus postage.

John Gray, caretaker, Carillon Park, National Cash Register Co., Dayton, O.: postcard B&O "grasshopper" loco, 5c plus postage; booklet, 10c.

National Museum of Transport, Barrets Station Road, St. Louis 22, Mo.: 40 b&w postcards of locos, railroad cars, streetcars, also 6 locos in color. All cost 5c each plus postage.

Casey Jones Museum, Box 382, Jackson, Tenn.: jumbo-size postcard of Casey's engine, 10c plus postage; postcard showing engine and museum, 5c plus postage; cine strip, 5 pix, 10c each plus postage.

Henry Ford Museum & Greenfield Village, Dearborn, Mich.: 2 colored postcards, DeWitt Clinton train, and steam locos at the museum.

Geo. R. Silcott, Ohio Railway Museum, Box 206, Worthington, Ohio: set of 8 picture postcards, 55c, or 2 for 15c, plus postage.

Southeastern Railroad Museum, Inc., Box 970, Hammond, La. has no picture postcards but sells a long list of postcard-size original negatives of steam locos on many roads, $1, $1.50, or $2 each.

Bud Swearer, Supt. Transportation, Strasburg RR., Strasburg, Pa.: colored postcard view of train.

Ry. Historical Society of San Diego, Box 9351, San Diego 9, Calif.: set of diff. 3 colored picture postcards, 20c postpaid.

Colorado RR. Museum, Box 641, Golden, Colo.: 7 diff. colored postcards, 5c ea. plus stamped. env.

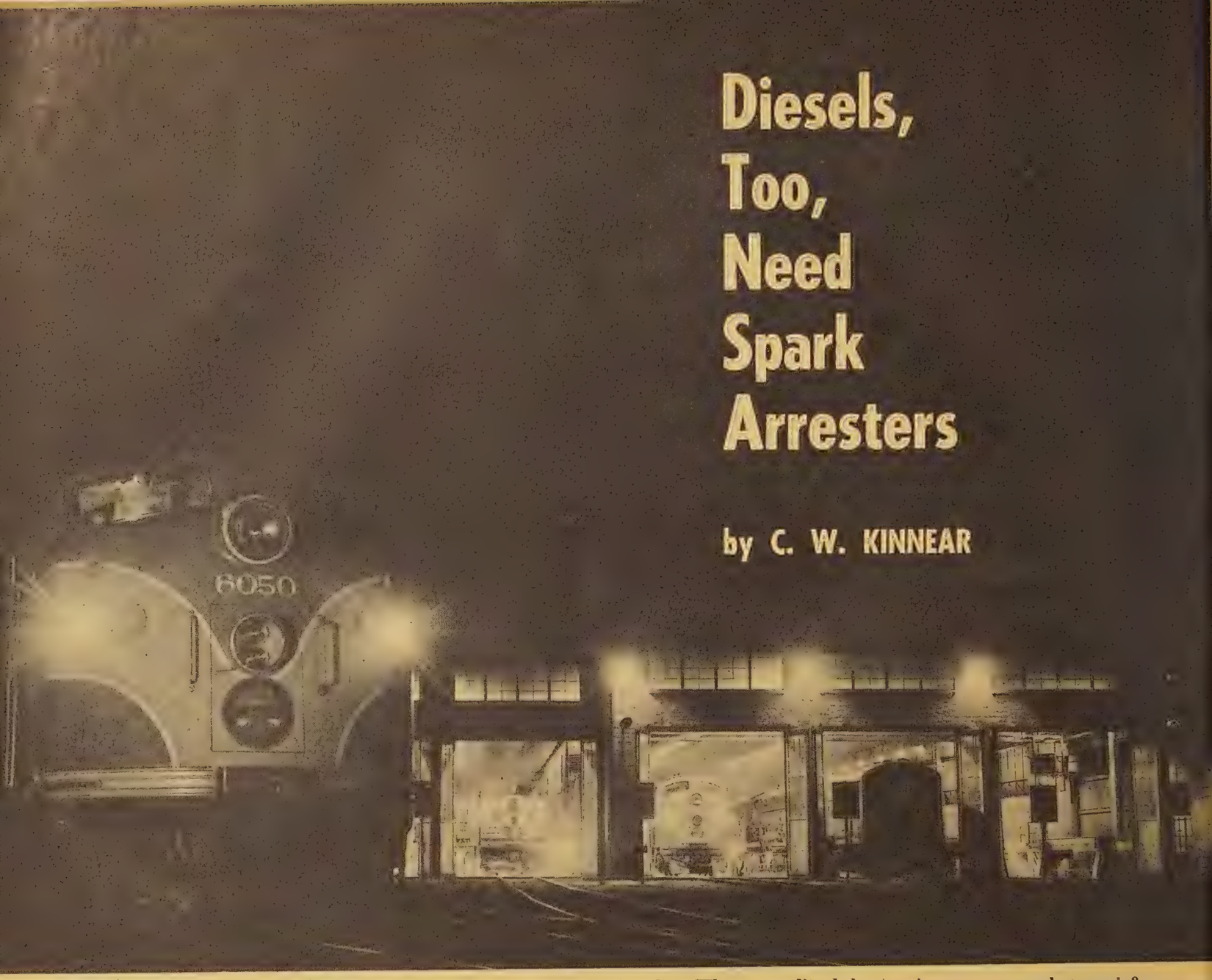
Industrial Photo Service, 25 McKown Rd., Albany 3, N.Y., has no postcards but sells 10 diff. colored 9x6" cards showing various suburban cars, with mechanical blueprint and dimensions on back, $2 for set.

Dia-Dema Colour Club Ltd., Ipel House, 68 Paul St., London EC2, England, has no postcards but sells color transparancies showing British, Irish, and French locos, set of 4, with data, in storage wallets, $2. Club also puts out a big album on railways. Info. sent on request.

We invite readers to send additions to this list, but only cards sold by mail. ●

Diesels, Too, Need Spark Arresters

by C. W. KINNEAR



Night scene at the Southern Pacific's diesel shops in Los Angeles. Who says diesel locomotives are not photogenic?
Southern Pacific Company

MANY readers will be surprised to learn that diesel locomotives have failed to eliminate one of the oldest hazards in railroad operation, namely, the starting of fires by sparks thrown from engine exhaust stacks. Under certain conditions, diesels actually throw out glowing combustibles that set fires. They need to be curbed by spark arresters, as did their distinguished predecessors, the steam locomotives, which caused a great many more fires.

The fireworks display from diesels is rarely as dramatic as the "geyser of sparks erupting from the diamond-shaped stack" that Bill Knapke tells about in his piece on woodburners (Feb. '60 *Railroad Magazine*). Even so, the diesel hazard is very real in areas where withered grass, dry leaves, weeds, underbrush, timber, or other inflammables are prevalent, especially in the West.

Fires from this cause are becoming more numerous as time goes on, for two main reasons: (1) the number of diesel units in operation is growing constantly and (2) with the greater use of low-grade diesel fuels, to cut operating costs, the sparking increases.

Why do diesels throw off sparks, anyhow? According to S. M. Houston, a mechanical official of the Southern Pacific, which seems to have done more than any other road to counteract this danger, "exhaust spark emission occurs at high load and is believed to be due to the burning and dislodging of carbonaceous deposits in the exhaust passages of cylinder heads."

Sometimes idling motors throw off sparks. This fact is brought out by the Association of American Railroads, Fire Protection and Insurance Section, in a report that traces two costly roundhouse fires to sparks from diesels idling in the house.

One such blaze destroyed the entire 20-stall roundhouse of the Belt Railway at Clearing Yard near Chicago's South Side on March 23, 1958, and gutted eight diesel units that stood in its path.

The trouble began innocently enough. Diesel locomotive No. 471 had been left alone at 1:30 a.m., with its engine idling so that the blower fan of its traction motor would furnish air to dry out a motor cable and eliminate electrical faults. The other seven units, with engines shut down, had been put to bed for the night. At 8:30 a.m. hell broke loose. A turntable operator discovered a blaze licking the roundhouse roof

just above the 471. Confusion ensued. Low water pressure and delay in getting help from the Chicago Fire Department permitted the flames to gain enormous headway.

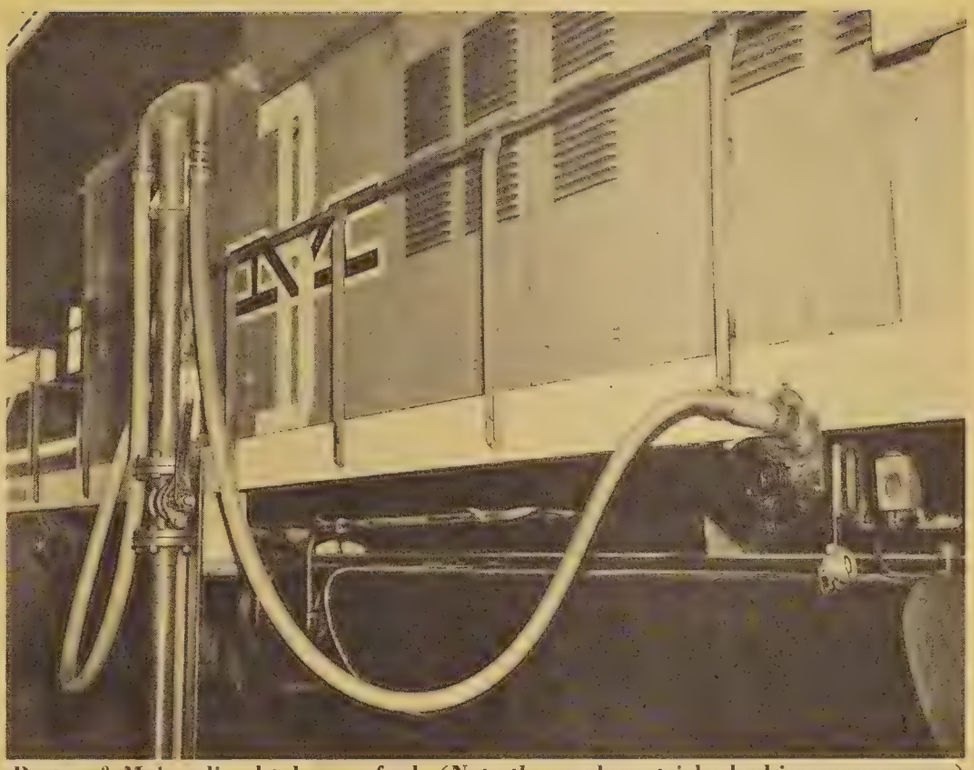
The total loss was put at more than $650,000—all because, the report said, a spark from the idling diesel had lodged in a crack in a dried-out wooden roof. The spark may have been oil-wet from incomplete combustion.

A similar situation brought about the destruction of an old roundhouse in Indiana, which had stone masonry walls, a wooden roof, and wooden doors, and serious damage to seven diesel locomotive units. Total loss, over $200,000. The cause: "probably sparks from an idling diesel locomotive."

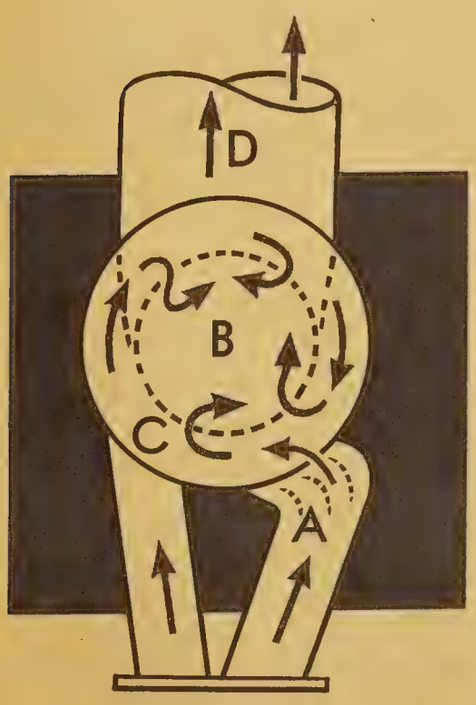
In addition to the loss of railroad property, diesel sparks also are believed to be responsible for fires on privately-owned property located beside the right-of-way. Often, however, it is impossible to determine what caused the fires.

Now let's see what is being done to reduce or eliminate these hazards. Some efforts have been made to stop diesel sparking by the use of chemical additives in the fuel oil, but with little success. On such trial reported by the Milwaukee Road said, "The exhaust stack looked like a Roman candle," no doubt comparable to what Bill Knapke describes as "real pretty stuff."

It was natural for steam-locomotive men converted to diesel operation to try spark arresters made from heavy, close-mesh, wire netting such as those which had been placed in the "smokeboxes" to "worry" the glowing cinders around until they went dead, before the self-cleaning front-end arrangements let the steam exhaust throw them out of the smokestack. Many such devices were tested but none proved satisfactory. Some even aggravated the danger.



Boston & Maine diesel takes on fuel. (Note the modern, tricky-looking monogram.)
Boston & Maine Railroad



This is how Spark Sentry operates.

The most successful diesel spark-control system that we know of was designed by the Standard Oil Company of California and developed and tested cooperatively by the Southern Pacific. The Farr Company, manufacturing engineers, has been licensed to make this device and sell it under the trade name of *Spark Sentry*. Nearly 500 Spark Sentries have been installed on SP diesel units and 112 on the Atlantic Coast Line.

This type is built into the upper middle part of the locomotive. Our diagram shows how it functions. The principal parts are the curved inlet elbows (A) that connect a bank of cylinders to the exhaust manifold and exhaust tee (B). The elbows have turning or guiding vanes. These cause the hot exhaust gasses to spin in a uniform cyclonic manner within the manifold (C) rather than causing the usual turbulent flow. This cyclonic action holds the hot carbon particles to the outer perimeter of the manifold, where they rotate until they burn out and disintegrate.

B allows only spark-free gases in the center of the manifold to be exhausted. The exhaust tube diameter is such that it prevents sparks from entering the stack (D). Only cleaned exhaust gases are discharged into the outer atmosphere. The creation of a cylinder-type gas flow within the manifold, plus careful attention to details of design involving gaseous flow within the entire exhaust system, has resulted in a substantial reduction of the engine-cylinder's back pressure.

Spark Sentry installation involves two simple changes in a diesel exhaust system. Straight inlet legs, such as those used on Electro-Motive's Model 567 engine, V block, are replaced on one side (*i.e.*, one bank of cylinders) with elbows that have guiding vanes. Furthermore, the manifold outlet to the stack is modified by the addition of a tee that guides spark-free exhaust gases out of the manifold.

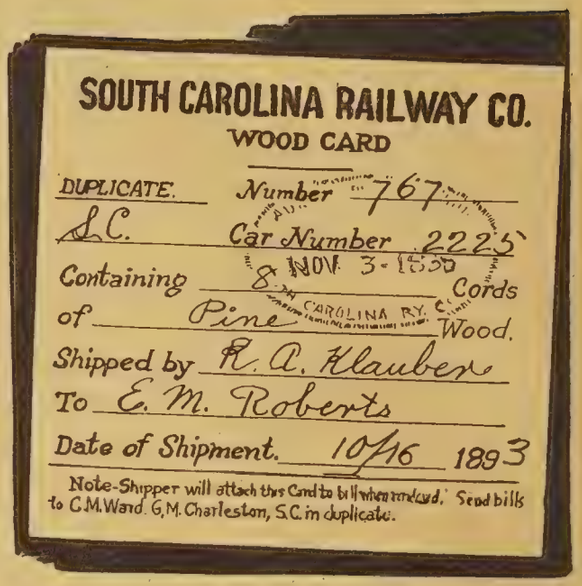
These diesel spark arresters are available with the curved inlet elbows (A) pre-installed in the exhaust manifold, including a base plate for ready mounting on the engine. They can be obtained also in kit form, including complete drawings for reworking manifolds in railroad shops.

So if you have a pet diesel around the house that shoots off like a Roman candle, you had better bridle it with a spark arrester.

Along the Iron Pike

by Joe Easley

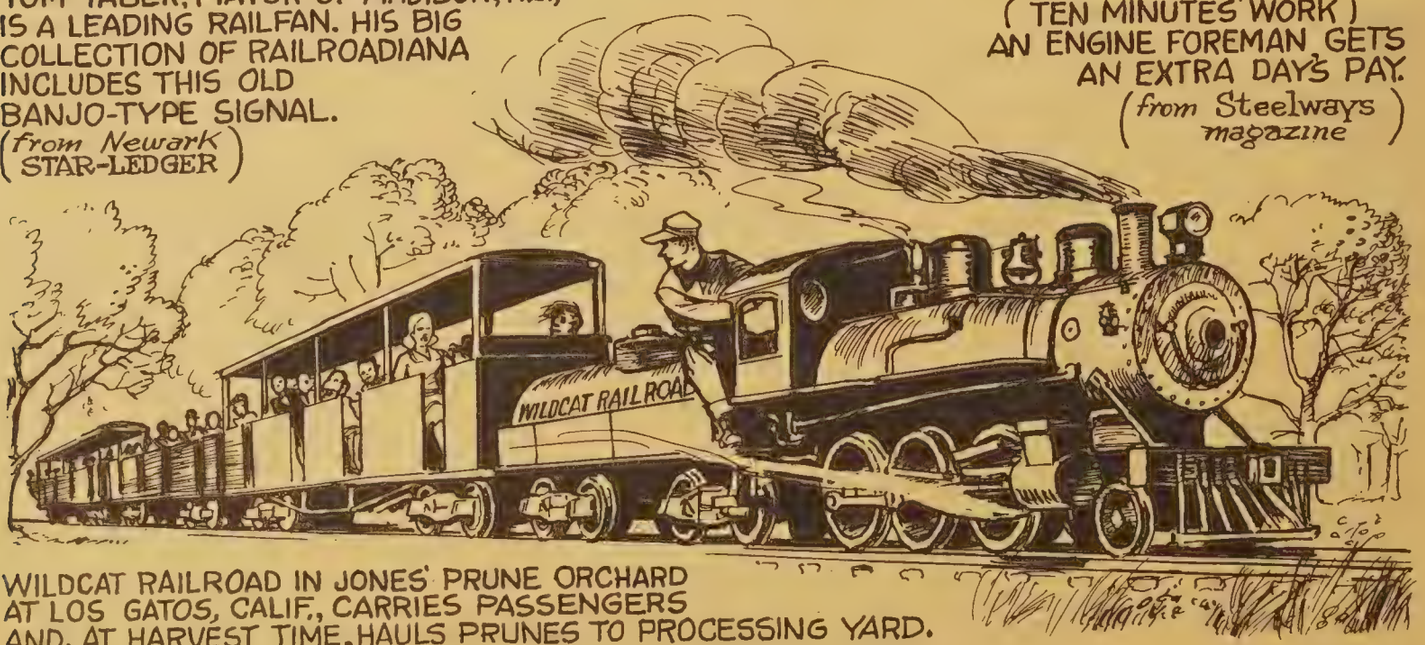
TRACK VELOCIPEDE USED 80 YEARS AGO BY A NEW YORK & NEW HAVEN ROADMASTER WHO PUSHED AND PULLED THE HANDLE-BARS AND PEDALS. (*from B. of L.F. & E magazine*)


SOUTH CAROLINA RAILWAY CO.
WOOD CARD
DUPLICATE.
Number 767
S.C.
Car Number 2225
Containing 8 Cords
of Pine Wood.
Shipped by R. A. Klauber
To E. M. Roberts
Date of Shipment. 10/16 1893
Note-Shipper will attach this Card to bill when mailed. Send bills to C.M. Ward. G.M. Charleston, S.C. in duplicate.
AUG NOV 3-1893
CAROLINA RY.

RECEIPTS LIKE THIS WERE GIVEN TO FARMERS AND OTHERS WHO LAID WOOD ALONGSIDE TRACKS OF A SOUTHERN RAILWAY PREDECESSOR FOR USE IN ENGINES AND DEPOT STOVES. (*from Ties, Southern Ry.*)

TOM TABER, MAYOR OF MADISON, N.J., IS A LEADING RAILFAN. HIS BIG COLLECTION OF RAILROADIANA INCLUDES THIS OLD BANJO-TYPE SIGNAL. (*from Newark* STAR-LEDGER)

FOR THROWING A SWITCH (TEN MINUTES' WORK) AN ENGINE FOREMAN GETS AN EXTRA DAY'S PAY. (*from Steelways magazine*)



WILDCAT RAILROAD IN JONES' PRUNE ORCHARD AT LOS GATOS, CALIF., CARRIES PASSENGERS AND, AT HARVEST TIME, HAULS PRUNES TO PROCESSING YARD.

May 29, 1959: Excursion train of Rocky Mountain Railroad Club crosses San Juan River bridge east of Gato, Colorado.
Larson M. Powell, 33 Riverside Drive, New York City

San Juan Express

by LARSON M. POWELL

STEAM FANS all over the country are waiting hopefully for the Helen Thatcher White Foundation to take over the 45-mile branch of Denver, Rio Grande & Western and continue permanently the steam operation of this picturesque remnant of General William J. Palmer's once-great narrow-gage empire.

The Rio Grande, as you know, sold the line to the Foundation for $250,000, subject to ICC approval. Will the Commission approve? We don't know yet. The deal includes the right-of-way, two depots, Mikado engine 493, seven coaches, a baggage car, a combine, the parlor-buffet car *Alamosa*, and 16 maintenance and freight cars, with option to buy another locomotive for $10,000.

William M. White, wealthy president of the Foundation, named for his wife, plans to rename the road the Durango & Silverton and operate a round trip daily for at least 100 days each year, perpetuating the line as a living monument to narrow-gage railroading.

Complicating the situation are plans of The Standard Uranium Corp. to build a multi-million-dollar manganese plant in the Silverton area, for which it would need narrow-gage freight facilities. Just how this project will affect the ICC's decision is anyone's guess.

The fact that the Rio Grande couldn't make the Silverton line pay despite a big rise in passengers from 3,444 in 1947 to 36,000 in '59 is doleful news to those of us who, in Lucius Beebe's words, "still turn their faces toward Southwest Colorado as the pious Moslem turns his toward holy Mecca."

I'll never forget that glorious weekend last year when I joined 382 other fans on the Rocky Mountain Railroad Club's annual Memorial Day excursion —known as the *San Juan Express*—over the slim-gage rails from Alamosa to Durango and Silverton and back, traveling mostly through Colorado but dipping down often into New Mexico again.

Engines 476 and 473 pulled nine yellowish-orange wooden coaches, a baggage car equipped with an oil stove and lunch counters, and a caboose.

We spent the first night at Cumbres Pass, a lonely station where five section men live all year round and where, two years before, when deep snow stopped even the rotary plows, helicopters had to drop supplies to the stranded men.

At 8 a.m. we were off again. After photo stops, we paused briefly for water at Sublette and Cumbres (elevation 10,000 feet) before descending to Chama, where we changed crews.

At San Juan bridge I shot the above picture. Then on to Durango for a fake train robbery and another night's sleep. Next morning we left for Silverton. On our return trip the private car *Nomad* was coupled onto the head of our train to be taken to Alamosa for display in "Rush to the Rockies" celebration.

Mr. White, who may become the new boss of the Silverton line, had spent several thousand dollars restoring this chariot to its original plus condition. Whether or not there will be a *San Juan Express* this year depends upon the ICC, the Rio Grande, and Bill White.

Steve Maguire's TRANSIT TOPICS

Pusan, colorful and exotic, boasts one of South Korea's two tramway systems.
Capt. John H. Vogel

INCREDIBLE as it seems, trolley museums of the States and Canada now outnumber the dozen city streetcar systems in those two countries. Three museums are in the operating stage, with others expected to follow soon. These developments are chronicled in the *International News Sheet of Railway Museum Activtities,* published bi-monthly by Willamette Valley Electric Railway Association, 2743 S.E. 38th Ave., Portland 2, Ore., which is building its own museum.

Steve Maguire

As Homer Benton stated in his list of *Streetcars on Display* in our April '60 issue, the Orange Empire Traction Museum of Perris, Calif., has bought a double-decked car from the abandoned Hill of Howth tramway in Ireland and is appealing for funds to bring it over to America.

The same museum hopes to get at least one of the center-door Pacific Electric cars, 5050 series, which were retired when the Watts line in Los Angeles went out. It has acquired 600 feet of track from an abandoned spur of the San Diego & Arizona Eastern.

In the East, Everett White's Trolley Museum of New York has bought an irregular-shaped plot of 4400 square feet on McDonald Ave., Brooklyn, as a site for the museum's trolleys, now stored on Staten Island and in Brooklyn. This land was once part of the 16th Ave. trolley line, abandoned in 1932, and some old ties remain in place.

Ohio Ry. Museum, on the former Columbus, Delaware & Marion right-of-way at Worthington, is building a new substation to house a motor-generator. This will replace generating power from ex-Erie gas-electric rail-car 5012.

ANOTHER museum, the Connecticut Electric Ry. at Warehouse Point, Conn., is installing a newly-acquired diesel-electric motor generator from a Pennsy rail-car. The generator it replaces has been sold to a Cleveland group which contemplates an operating museum of its own.

Many years ago F.S. LaFebvre was a young motorman on the Hartford & Springfield RR., assigned to the Piney Ridge line that ran between Rockville and Warehouse Point. This line, abandoned in 1927, was resurrected a generation later when local fans bought it for a museum site, taking advantage of the land fill and right-of-way still existing there. Today Mr. LeFebvre is again a motorman on that line, running cars over the mile of track now owned by the museum at Warehouse Point.

SOUTH KOREA has two tramway systems, one at Pusan, the other at Seoul, the capital, reports Capt. John H. Vogel, 13th Signal Battalion, APO 24, San Francisco. Seoul operates 9 lines with 230-passenger cars, including 50 single-truckers and 110 bigger cars, all dating back to the era of Japanese control. More modern are 20 cars from Georgia Power Co., Atlanta, brought over just after the Korean War, and 40 others which came from Los Angeles three years ago.

JOHNSTOWN TRACTION CO. is losing its proud distinction as operator

Ronnie Pfeiler, 2602 E. 20th St., Long Beach, Calif.
Last car on recently-abandoned line to Watts, Calif.

Steve Maguire, 1411 River Rd., Belmar, N. J.
No. 776 of North Shore Line at the Milwaukee terminal in 1956.

Pleasing camera study of San Francisco Municipal Railway car 1031 at 19th Street climbing one of city's many hills. Bart Gregg, 1371 31st Ave., San Francisco, Calif.

of the smallest U.S. city to have rail transit. The date set for conversion to trolley buses, Jan. 10, was postponed till Feb. 1. Then the Penna. Public Utiltities Commission granted another reprieve, but the end is inevitable. Most of the track is on state highways.

MAGIC CARPETS the new streetcars were called when they arrived at San Francisco in 1939. Numbered 1001-1005, these streamliners were hailed as the ultimate in city transit. But newer ones came along later. The original cars were outmoded because they had no foot controls other than "deadman," while power brakes were manipulated by a single controller, moved clockwise or counter-clockwise.

According to H. W. Demoro of Alameda and Arthur W. Curtis of San Francisco, the original PCC's have seen little service since the line began one-man operation in 1954. Only 1003 and 1005 are left and will soon be scrapped. A few end-door PCC's remain but have controls like the newer cars and have been converted to one-man operation.

SEVENTY new, one-way, train phones, the first of this type ever used on a transit system, have just been installed on the Chicago Transit Authority's north-south subway-elevated route. They permit the central control and dispatching personnel in CTA's Merchandise Mart offices to talk with motormen and also directly to passengers on trains in service.

ABANDONMENT of all overhead-trolley routes of District of Columbia Transit on Jan. 3 had historical significance, observes H. H. Diers, 4722 Chesapeake St., N. W., Washington, D. C. The lines given up to buses include Cabin John, Tenleytown-Pennsylvania, Route 30, Seventh Street, and Georgia Avenue.

Aside from interurbans, these include the last two *interstate* streetcar routes left in America. (The El Paso line is international.) The abandonments include also the world's last two plow pits—*i.e.*, places where cars changed the source of their power from conduit inner-third-rail to overhead trolley.

When New York's old Third Avenue Railway was abandoned in 1955, the D.C. lines were the only third-rail conduit lines left in the country, but there were still many overhead-trolley routes. Now the District system, in what may be its farewell year of streetcar operation, is powered 100 percent by underground conduit.

An accelerated schedule of rail abandonments is decreed by D.C. Commissioners, based on action of the United States Congress, which makes the final decision. Some Congressmen doubtless were influenced in their opposition to D.C. rail service by the Federal limousines placed at their own disposal, plus special privileges in restricted parking areas.

DELIVERY of the first of the Philadelphia Transportation Company's 260-odd new elevated cars is due in September, we learned from Andrew McGinnis, 38 Harvey St., Philadelphia, Pa. All will be independent and self-controlled, built of extruded stainless steel with two window fronts.

THE READING subsidized 1,624,900 riders during the first year of *Operation Northwest* to the tune of 48c a ride (total, nearly $800,000), reports Byron Cassel, comptroller of the railroad.

This *Operation* as well as *Operation Northeast* (Fox Chase)—both experiments involving the City of Philadelphia—prove that low fare plus more frequent service increase the ridership on rail lines, including the city subway, and thus reduce traffic jams by putting motorists into trains. But the Reading isn't happy. Despite a 19 percent rise in riders on the Terminal-Chestnut Hill line, it lost money on the deal.

Says Mr. Cassel: "The gain in riders actually brought us less passenger rev-

No. 13 of old Swansea & Mumbles Ry.
C. Carter, Buckhurst Hill, England

A. I. Reid, Defensa 665, Buenos Aires, R. 46, Argentina

PCC cars in foreground, pictured in yard of General Urquiza Railroad in Buenos Aires, Argentina, came from Pacific Electric Ry. at Los Angeles.

Tasmania's last tram line is still operating in Hobart, haunted by the grim specter of conversion to buses.

Robt. Young, Box 2666, G.P.O., Sydney, Australia

enue in 1959 than in '58, because of lower fare, a 30c basic rate."

ALTHOUGH U.S.A. has two organizations known as the Metropolitan Transit Authority, one in Los Angeles, the other in the Boston area, the two are very dissimilar.

There are no real plans for rapid transit in or around L.A. Your *Transit Topics* editor keeps in close touch with the L.A. situation through his father, who lives there.

A few years ago San Francisco's city transit became muddled up with many plans, none of which were seriously considered. The same thing applies today in Los Angeles. Cast your eye over these two headlines from recent L.A. newspapers: *MTA Promises Action in Year on Rapid Transit* and *Anyone with Mass Transportation Plan Can Present His Program.*

The Boston MTA didn't abandon every possible rail line but has done very well with its Riverside extension and is actively considering plans to use the abandoned Old Colony branch of the New Haven Railroad, reports Norton Clark, 29 Richardson St., Newton, Mass. We challenge the Los Angeles Metropolitan Transit Authority to show similar signs of life.

May 1—trip over all MTA lines, except high-speed line, on ex-Dallas PCC sponsored by NRHS, Boston chapter, $4. Only advance reservations. Contact M. R. Castellanos, 163 Highland Ave., Somerville 43, Mass.

ABANDONMENT of the venerable Swansea & Mumbles Railway in Wales last winter ends the world's longest continuous passenger operation. S&M began service in 1807, and over the years has used horse, steam, battery, and electric traction. Buses now take over.

Some historians say the S&M was the only railway ever to use sails as motive power. That is untrue. In 1830 the Baltimore & Ohio operated the *Aeolus,* a sail-powered rail car.

OPERATION of a crewless 3-car subway train by remote control is being tested by New York City Transit Authority in Brooklyn on a stretch of center track of the BMT Sea Beach line between the 18th and New Utrecht avenue stations. This trackage is about as long as the midtown shuttle between Grand Central and Times Square. The shuttle has long been under consideration for conversion to remote control as a pilot project for the city's entire subway system, a dream of the distant future.

THE SENATE'S new $6,000,000 subway in Washington, D. C. was opened Jan. 5 with speeches, a prayer, and a ride from the new Senate Office Building to the Capitol, 1200 feet in 52 seconds at 17 mph. Two 18-passenger cars cost $75,000 each. This subway replaces an older one. Originally an underground automobile service covered the route.

E. H. CHARLTON'S list of cable-car routes (April '60) mentions Dallas, Texas, but that line was never completed, never operated, says W. B. Rattley. The company went broke and sold out to Queen City Ry. Co., which then built and operated a Dallas trolley system over a period of years.

HOMER BENTON'S long list of North American street and interurban cars on display evoked these additions and corrections from Lawrence Steingarten, James W. Walker, Jr., Dave Stearns, and Allen Pommer:

Chicago TA El. car No. 1 should read South Side El. Ry., built '93, not '92. Add to CTA list: car 460, Pullman '09, and PCC car 4021, St. Louis '36.

Illinois Electric Ry. Museum car 966 was Milwaukee & Suburban (not CNS), St.L. '27. Add CNS&M city car 354, St.L. '27, and CTA El. car 1808, ACF '07. No. 1024 was built 1900, not '99.

List under Elec. Ry. Soc., Chicago, these CTA cars: 1374, St.L. '03, Chi. Un. Trac. 1900; 2483, Jewett '03; 2816, S. Chi. City Ry., '07, and 4142, J. G. Brill '24. Also 4391, St.L. PCC '48 (saved by fans, the only one of 600 PCC's bought by CSL-CTA in 1946-'48 that is preserved).

Chicago & West Towns Street Ry.—No. 141, McGuire-Cummings '28.

Kennebunkport, Me.—Seashore Elec. Ry.: IRT 3352, built by ACF, not PS.

St. Louis Museum of Transport: NYC 1365 was built in 1906, not '05.

Buena Park, Calif.—S.F. cable cars on Knott's Berry Farm are Nos. 6, 17, 20 of Calif. St. line and 43, 49, 59 of Hyde St. line.

Colusa, Calif.—PTC 4011, Key 987 are same unit, built by Key shops in '27.

Glenwood, Ore.—PEP 611 is without trucks. Add PEP 503, Brill '04, body only.

North Plains, Ore.—Add "q" for each car. No. 3 not built '72, never was horsecar in Portland. Owned by Milwaukie His. Soc.

Portland, Ore., Oaks Pioneer Park—PTC 1455, Maguire snow-sweeper, built '99, last trolley operated by own power on any privately owned and operated Oregon line.

Portland, Ore.—PEP 715, built by Amer. in '09, not '11; has been cannibalized. PTC 1191, also truckless, was baggage car RPO. Add Ore. Elec. 65, combine, American '12; 133, coach, Amer. '13; 1001 parlor-obs. car "Champoeg," Niles '10.

Klamath Falls, Ore., Moore Park—old horsecar in rather beatnik condition.

Perris, Calif.—Orange Empire Trac. Co., world's 3rd largest trolley museum, is not connected with any "United Railway Museum."

North Woodstock, N. H., Clark's Trading Post—MTA car 5277, owned by a private individual.

South Carver, Mass., Edaville Ry. Museum—convertible car from Brooklyn, N. Y., and single-truck freight motor from Rhode Island.

COMMENTING on the Hudson & Manhattan, a New Jersey reader says the division of fares on the Newark run may not be as unfair to the H&M as Charles Litweiler indicated, for the Pennsy pays taxes on the track, maintains it, and bought 30 of the 50 new passenger cars which recently were put in service on the shortline.

"H&M needs extensions to build up passenger traffice," he writes. "For instance, when the short line entered the Pennsy's Newark station in 1938 it could have built a connection for operation over the Newark subway line for

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And that is not all. Do you know that you can get the equivalent of 12% interest on a 3.6% bond, including income tax benefits? Do you know about the astronomical growth prospects in certain special situations? That certain obscure mutual funds have appreciated *two and three times as fast* as some of the better known ones?

Mr. John Alan Appleman is an attorney, specializing in estate planning for physicians, manufacturers, ranchers, business men, etc. He is the author of 36 books, plus many articles which have appeared in numerous top magazines including the Readers Digest. He has written a two-volume text on estate planning, and articles on legal subjects for the Encyclopedia Britannica. He is a nationally recognized authority.

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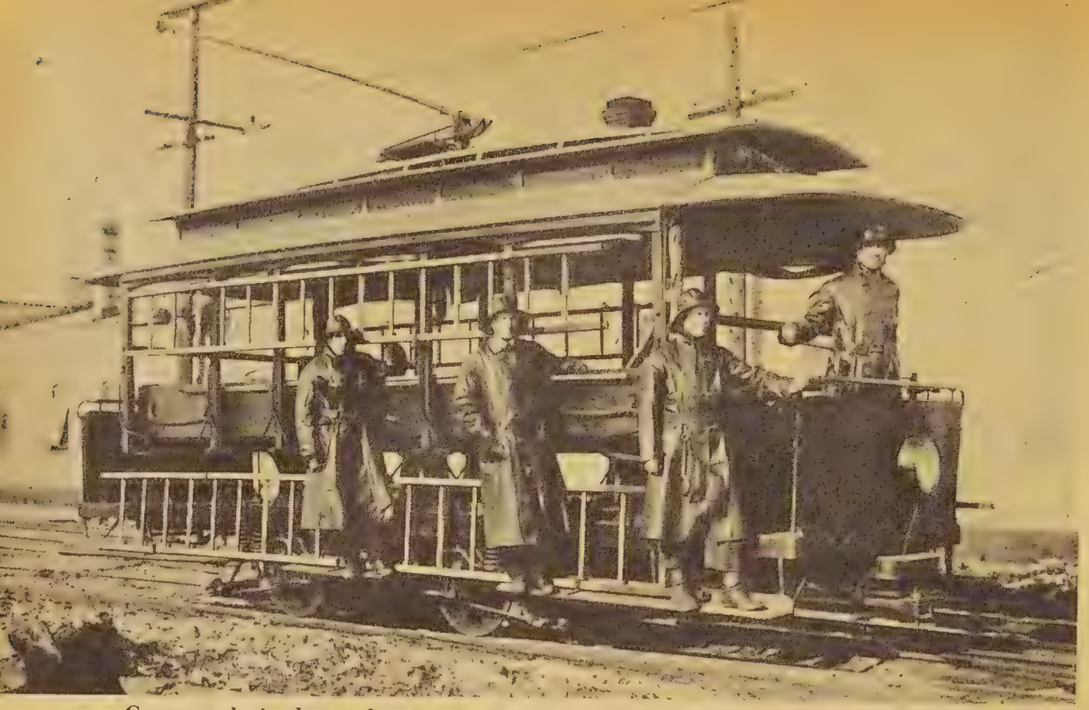

Converted single-truck passenger car, operated jointly by the old Duluth (Minn.) Street Railway and the city's Fire Department, was scrapped in about 1930.
Both photos on this page from collection of Steve Maguire

Canada's only double-decked trolleys (this one is No. 11) operated on the old Toronto & Mimico Electric Railway (later part of Toronto Railway system).

$2 million. Today such a connection would cost closer to $10 million.

"Another good link would be with the Lackawanna near the site of the old Manhattan transfer where the two roads parallel. It would be relatively cheap, although third-rail would have to be laid on DL&W tracks, and it would provide a through route between North Jersey suburbs and Manhattan without the present need for passengers changing trains at Hoboken Terminal."

"NO," the Philadelphia Suburban Transportation Co. was told. It had sought permission to convert its three wide-gage trolley lines out of 69th St. Terminal into a private highway for its own buses. For years PST has wanted to "bus" its line to Media, Sharon Hill, and Ardmore, despite the present heavy traffic and fast service with modern PCC cars. A while ago they spoke vaguely about installing a monorail system, but this was merely talk.

PIEDMONT & NORTHERN is the only former interurban now giving diesel freight service on *all* of its original lines, reports Tom Fetters, Box 2587, Clemson (S.C.) College. Recently P&N laid six miles of new track to connect with a new dam.

Tom is working on a P&N history. He wants to hear from anyone who has pix of the cars or knows the color schemes of passenger equipment years ago.

ILLINOIS TERMINAL R.R., formerly an interurban, abandoned its Decatur-Springfield line last December and now uses the parallel Wabash rails between those cities, according to Paul Stringham, Box 743, Peoria, Ill.

MORE than 30 years after abandonment, the Chambersburg & Shippensburg is cashing in on the right-of-way, over which it ran its last car in 1928, says Calvin Senseny of Chambersburg, Pa. The C&S has just received a condemnation award of $21,568 for its right-of-way, to be used by a Pennsylvania State highway.

OKLAHOMA'S last electric line may soon be a memory, laments Wm. Fausser, 251 Raff Ave., Mineola, N. Y., who recently visilted Tulsa-Sapulpa Union Ry.

TSU began as an interurban in 1917 but quit carrying passengers in '32 and has since been hauling freight with trolley motors. In '40 it bought two Cincinnati & Lake Erie motors (Nos. 202, 203), eventually replacing them with Sand Springs Ry. locos 1003 and 1004. The latter will be supplanted by a diesel. Central Ohio Ry. Museum at Worthington tried to get one of the motors, but its scrap value ($500) and moving charges were too steep.

New Electric-Line Books

JUST out: two outstanding books that deal with bygone high speed interurban lines using heavy wooden equipment built by Cincinnati Car Co. Each book is size 8½x11 inches and is magnificently illustrated.

One is "Galveston-Houston Electric Railway" (Texas), the fastest interurban ever to run in the South, by Herb Woods. Included is the dramatic story of the 1915 hurricane that demolished the causeway into Galveston, wrecking several interurban cars with much loss of life. One car, hurled into the Gulf of Mexico, was never found.

That book (Interurbans Special 22) is published by Ira Swett, 1416 S. Westmoreland Ave., Los Angeles 6, Calif. Price $2. Its pictures alone are worth that price. Among them are many photos taken in 1935 by Bob Mahlenbeck, copies of which your reviewer wanted but, until now, could not get.

The other new book, "The Leatherstocking Route," by David F. Nestle, covers what eventually grew into the Southern New York Ry. (Name "Leatherstocking" came from stories written by early novelist James Fennimore Cooper of Cooperstown, N.Y., through which the rails ran later.) This book comprises a history roster, map, timetables, and some great pix. Felix E. Reifschneider, Box 88, Fairton, N.J., sells it at $2 a copy.

If foreign transit lines appeal, you will certainly want the new enlarged edition of "The ABC of Tramways," by Ben Willemsen, Grutstraat 34, Doetinchem, Holland. Its 110 loose-leaf pages, size 5x9 inches, carry photos of trolleys in cities all over the world, mostly European, with informative data on each. Price $2.50.

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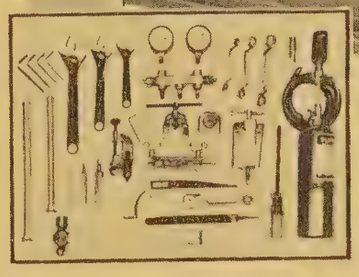

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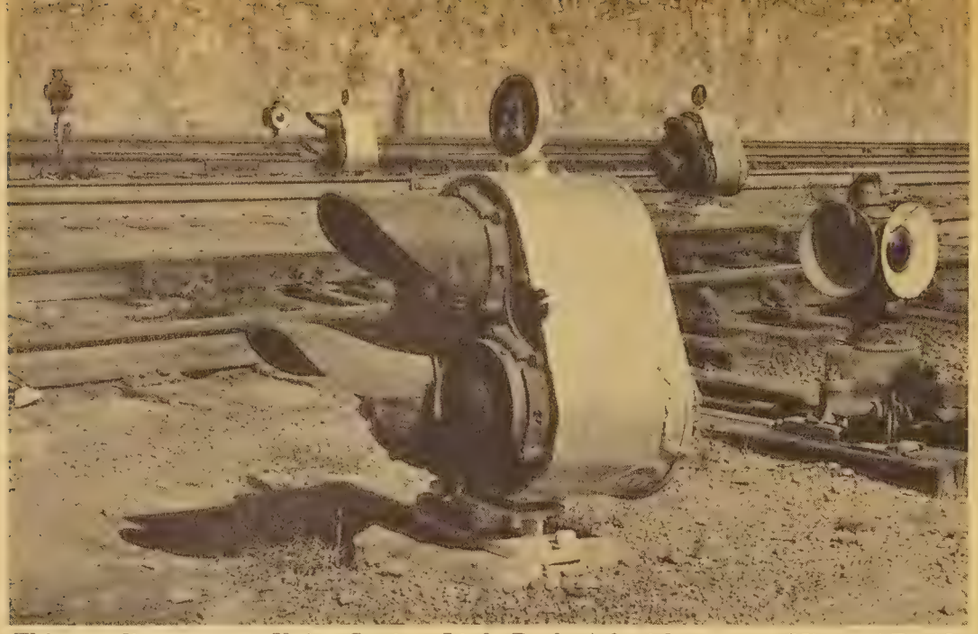
BOOKS of the Rails



This puzzling setup at Union Station, Little Rock, Ark., irks many a Missouri Pacific engineer. It is hard to figure out which signal tells him that he is lined up for a diverging route through the yard, as one switch controls the signal for three different tracks simultaneously. The Locomotive Engineer, B. of L. E. Bldg., Cleveland, Ohio

WORLD RAILWAY LOCOMOTIVES, The Concise Encyclopedia of, edited by P. Ransome-Wallis, 512 large pages, illustrated, Hawthorne Books, Inc., 70 Fifth Ave., New York City, $12.95.

The story of modern locomotives is told with comprehensiveness. Every custodian of a railroad library will want it. This is the kind of book for which anyone interested in motive power would, if necessary, break open his little sister's piggy-bank in order to buy.

There are 11 chapters, each one written by an authority in the field. David P. Morgan, editor of *Trains* magazine, who really knows his diesels, covers "Diesel Traction in North America" with the thoroughness that characterizes his many writings.

Nearly half the book is devoted to steam traction. Each chapter is subdivided. For example, "The Steam Locomotive in Traffic" embraces *Conditions of Service, Standardization of Locomotive Designs, Human Factors in Locomotive Running,* and *Performance: An Analysis of Some Severe Passenger Duties.*

The other chapters are: "The Reciprocating Steam Locomotive," "Illustrated Survey of Modern Steam Locomotives," "The Testing of Locomotives," "The Organization of a Steam Motive Power Depot," "Electric Motive Power," "Diesel Railway Traction," "Unconventional Forms of Railway Motive Power," "The Gas Turbine in Railway Service," and "Concise Biographies of Famous Locomotive Designers and Engineers."

An appendix deals with wheel arrangements, a glossary of locomotive terms, and a bibliography. Besides all this, you'll find 146 pages of photos, 16 in full color, plus many excellent cutaway drawings and diagrams of steam and diesel locos (but none of electrics). Page size, 7¼x9¾ inches.

DENVER, SOUTH PARK & PACIFIC, Pictorial Supplement to, by R. H. Kindig, E. J. Haley, and M. C. Poor, published by Rocky Mountain RR. Club, 2561 S. Cook St., Denver 10, Colo., 467 large pages, 680 pix plus map-pocket, other maps, timetables, rosters, annual passes, etc.; de luxe edition, $15.

If ever a narrow-gage road deserved such a monumental book, it was the Old South Park. No other narrow-gage was photographed more adequately nor with more exciting richness of detail. We wandered rapturously through the DSS&P photo gallery that, with considerable text matter, is spread out over 467 pages of thick glossy paper, sturdily bound, each page measuring 8½ x 11 inches. Among the 680 illustrations are six magnificent full-page paintings in color by Philip Ronfor and Richard Ward.

What a treasure-house of railroad lore! The reading matter is lively and informative. But even without it, the book would still be a bargain—at slightly over half a cent per photo! There are, for example, 25 pages on wrecks and 28 on the dramatic Georgetown Loop. With few exceptions, there is a pleasing variety. All photos show up well. The captions satisfy. Rosters include all necessary data. We think this volume will sell out fast.

CASEY JONES' LOCKER, by Frederic Shaw, 192 pages, illustrated, Hesperian House, 465 California St., San Francisco 4, Calif., $5.

If you enjoy miscellaneous railroadiana, as we do, you will find it a-plenty in *Casey Jones' Locker.* Everything from wooden rails and goofy railroad laws to tips on making steam locomotive scale drawings. Some of the 100-odd illustrations are excellent, especially maps and other art work by the author. But we wish "Cap" Shaw had given this book more unity. Two other volumes by Shaw, *The Sandley Story* and *Tom Thumb Railroads,* will be published in the near future.

LOCOMOTIVES AND CARS SINCE 1900, compiled and edited by Walter A. Lucas, 118 large pages, photos, diagrams, Simmons-Boardman Books, 30 Church St., New York City, $5.

This book (page size 8½x11 inches) is devoted to photos and scale mechanical drawings of locomotives and cars. Designed primarily for model builders, it is really a liberal education in types of equipment, and as such will appeal to many railroaders and fans. The contents page is intriguing. Under "Steam Locomotives" are listed the various wheel arrangements, with page numbers for each, and appropriate classifications for electrics, diesels, and freight and passenger cars.

The work is a companion piece to two earlier volumes by the same author, 100 *Years of Steam Locomotives* and 100 *Years of Railroad Cars,* published by the same company.

As former managing editor of the *Locomotive Cyclopedia* and *Car Builders' Cyclopedia* and a lifelong student of railroad history, Mr. Lucas is the top authority in his field. He writes occasionally for *Railroad Magazine.* Material for his latest volume came from rare book collections, out-of-print cyclopedias, and the author's personal photo files.

DIRECTORY OF RAILWAY OFFICIALS & YEAR BOOK: 1959-1960, Tothill Press Ltd., 30 Tothill St., Westminster, S.W. 1, England, 223 pages, 60 shillings (about $8.50, plus postage).

A useful reference work in its 65th year of publication, compiled from official sources by the editor of *The Railway Gazette.* It gives authentic data (brief history, mileage, gage, locos, rolling stock, financial, etc.) on railroads all over the globe, even those in "Iron Curtain" countries.

Also data on locomotive and car builders, signal and automatic-brake systems, principal electrically-operated railways, U.S. statistics, development of

world's railway mileage, railway high altitudes, noteworthy bridges and viaducts, speed records, longest station platforms, etc., all carefully indexed. A *must* for every railroad library.

COVERED BRIDGES OF THE MIDDLE ATLANTIC STATES, by Richard S. Allen, 120 large pages, illustrated, Stephen Greene Press, 120 Main St., Brattleboro, Vt., $6.50.

Readers who go in for Americana will welcome the facts and folklore in Allen's book, particularly its 100 or more illustrations—rare photos, old prints, and so on. A long chapter is devoted to "Wooden Bridges for Iron Horses," beginning with the erection of a B&O bridge in 1829. Today such relics are almost extinct.

ROLLING WHEELS: Fact and Fiction, an anthology, 431 pages, illustrated, indexed, Spencer Press, 175 N. Michigan Ave., Chicago, Ill., $5.

There's a wealth of lore for alert teen-agers in this well-edited supplement to *Our Wonderful World,* an 18-volume encyclopedic anthology. Dealing mostly with railroads from early days to the present, it also covers, briefly, the covered wagon, the stagecoach, and the automobile. One story was written by Henry B. Comstock, former *Railroad Magazine* editor.

THE SAGA OF BEN HOLLADAY: Giant of the Old West, by Ellis Lucia, 374 pages, illustrated, indexed, Hastings House, 151 E. 50th St., New York City, $6.50.

"Ben Holladay," says the author, "was the greatest transportation tycoon our country has ever known." Besides developing the Overland Stage Lines and owning and controlling "more steamships at one and the same time than any other man," Ben built a railroad through Oregon in rugged Western fashion, for which he received a fabulous land grant of 3,800,000 acres.

Lucia is a master storyteller. His biography of Holladay is filled with excitement, fast action, and local color. It would make a great spectacular movie. Readers who don't prefer technical details of railroad operation will find it fascinating. The illustrations, too, are good.

HISTORY OF MACK RAIL MOTOR CARS AND LOCOMOTIVES, 68 pages, paperbound, illustrated, Lehigh Valley Chapter, NRHS, $1.50 ($1.75 in Canada), payable to Randolph L. Kulp, editor, 602 St. John St., Allentown, Pa.

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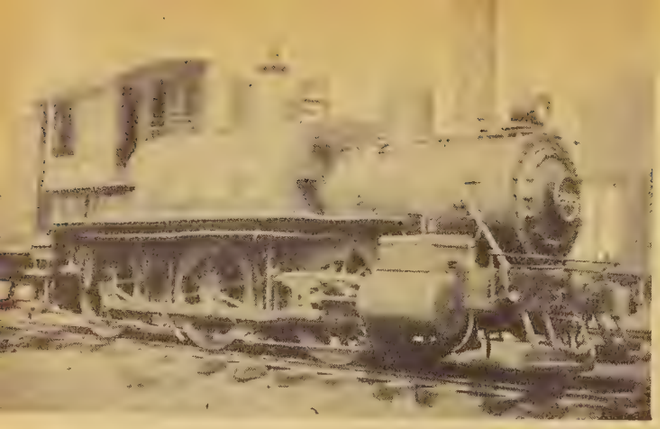


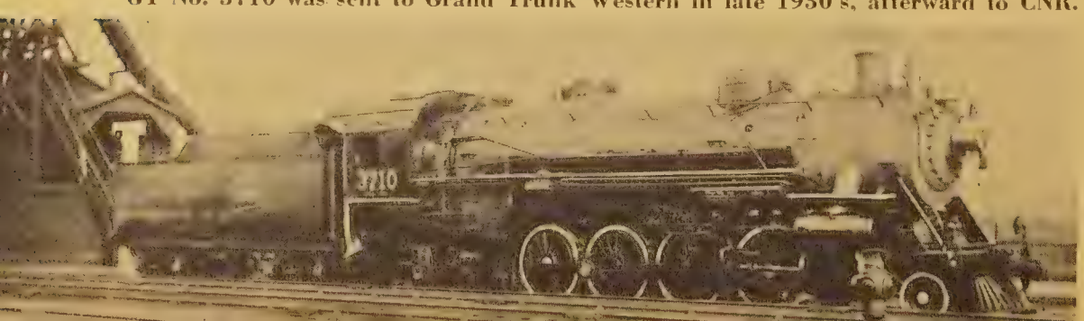
(Left) Grand Trunk switcher, later Canadian National No. 7110, was featured in "Scrap-Iron Special," Bill Parry's tale in our Dec. '59 issue. (Right) March '56: Grand Trunk 2-8-2 No. 3411, with train 16 from Montreal, stops at Locke Mills, Me.
A. Bryant — John Davis collection

Grand Trunk Steam Locos

Alltime roster since 1923 compiled by John Davis

Class	Road Nos.	Cyls.	Dri.	BP	Trac. Eff.	Weight	Builder	Date
4-4-0 (American or Eight-wheeler) Type								
B-11A	261, 262	18x24	73	160	14,487	103,600	RI	1882
2-6-0 (Mogul) Type								
E-6A	650	18x26	63	180	20,458	106,708	GT	1896
E-7A	713	22x26	63	180	30,561	177,688	GT	1900
E-7A	732-734	21x26	63	180	27,846	177,688	Dick.	1900
E-7A	861-862	21x26	63	180	27,846	177,688	Bald.	1907
4-6-0 (Ten-wheeler) Type								
I-8A	1601-1603	21x26	73	175	21,858	167,300	Sche.	1906
2-8-0 (Consolidation) Type								
N-4A	2574-2576	23x32	63	180	41,111	211,200	Sche.	1907
N-4A	2579, 2601	23x32	63	180	41,111	211,200	Mont.	1907
N-4A	2610-2612	23x32	63	180	41,111	211,200	Sche.	1907
N-4A	2614	23x32	63	180	41,111	211,200	Sche.	1907
2-8-2 (Mikado) Type								
S-1F	3406	27x30	63	175	51,637	283,000	Sche.	1913
S-1F	3408-3412	27x30	63	175	51,637	283,000	Sche.	1913
S-1F	3414-3429	27x30	63	175	51,637	283,000	Sche.	1913
S-1F	3432, 3433	27x30	63	175	51,637	276,000	Bald.	1913
S-1F	3445, 3446	27x30	63	175	51,637	276,000	Bald.	1913
S-1F	3472	27x30	63	175	51,637	272,000	Mont.	1913
S-3A	3700-3716	26x30	63	200	54,724	290,000	Sche.	1918
4-6-2 (Pacific) Type								
J-3B	5071-5074	23x28	69	185	33,755	226,000	Mont.	1913
K-3A	5559	23x28	73	195	34,494	229,000	GT	1910
K-3A	5561, 5562	23x28	73	195	34,494	229,000	GT	1912
K-3B	5582-5584	23x28	73	195	34,494	229,000	GT	1910
K-3D	5604, 5605	23x28	73	195	34,494	229,000	Bald.	1910
0-6-0T (Tank Switcher) Type								
O-8A	7110	18x22	58	140	14,625	115,000	GT	1895
0-6-0 (Switcher) Type								
O-9A	7154	20x26	56	190	29,493	148,100	Sche.	1907
O-9A	7155, 7156	20x26	56	190	29,493	148,100	Bald.	1908
O-9A	7158	20x26	56	190	29,493	148,100	Bald.	1908
O-18B	7475	22x26	51	175	36,703	174,000	Lima	1920
O-19A	7527-7531	21x28	51	190	39,100	165,000	Sche.	1919

Collection of John Davis, Cushing Avenue, Freeport, Maine.
GT No. 3710 was sent to Grand Trunk Western in late 1930's, afterward to CNR.



Miscellaneous Notes

All locomotives assigned to Grand Trunk in 1923 had Canadian National numbering except the following, which came to GT through the years from Grand Trunk Western lines: 3406, 3408-3412, 3414, 3432, 3433, 3445, 3446, 3715, 3716, 5604, 5605, and 7475. No. 3472 was assigned by CNR to GT during World War II, returned to CNR in 1950.

Nos. 3700 and 3705-3714 were turned over to GTW lines in the 1930's, but later 3709 and 3714 were returned to GT; others were sent from GTW to CNR.

The following engines were turned over to CNR during the years: 650, 2579, 2601, 2610, 2614, 3408, 3409, 3412, 3415-3429, 3446, 3714, 5071-5074, 5559, 5561, 5562, 5582-5584, 5604, 5605, and 3702.

No. 7154 was sold to General Ry. Equipment Co. in Sept. '42. No. 713, which pulled the CNR Museum Train in 1956, is now stored in the roundhouse at Turcot Yard, Montreal. She is the only GT loco that will ever again be steamed up. She is probably the only engine of her size that ran from coast to coast (Nova Scotia to British Columbia).

Retired, awaiting disposition: 2574, 7528, and 7529. The latter two are both dead in Michigan and likely to be scrapped soon. No. 2574 may possibly be donated to Locke Mille, Maine.

The following were scrapped: 261 and 262 (July '27); 732 (July '40); 733 (Sept. '35); 734 (Dec. '47); 861 (Sept. '41); 862 (July '41); 1601 and 1603 (Dec. '35); 1602 (Nov. '38); 2575 (Dec. '57); 3410 (July '57); 3414 (Jan. '54); 3433 (Jan. '57); 3701 (Aug. '54); 7110 (Dec. '34); 7155, 7156, and 7158 (Aug. '39); 2576, 2611, 2612, 3406, 3411, 3432, 3445, 3703, 3704, 3709, 3715, 3716, 7475, 7527, 7530, and 7531 (all Nov.-Dec. '59).

Roster compiled from data supplied by CNR motive power department. In 1923 Canadian National numbering became effective. The engines still lettered Grand Trunk after that date were native engines, most of them having spent the bulk of their time on New England soil. CNR rosters in previous issues of Railroad Magazine included most of this data; but never before, that we know of, has a separate GT roster been published anywhere.

Names of loco builders are abbreviated thus: RI (Rhode Island), GT (Grand Trunk), Dick. (Dickson), Bald. (Baldwin), Sche. (Schenectady), and Mont. (Montreal). ●

STEAM DAYS by Parry

(Continued from page 21)

amount of air pressure in brake cylinders while the brakes are released and the system is being recharged. They check train speed on steep grades.

When the Mikado's crew arrived at Hamilton they were not far from Mimico, their home terminal, and they hoped to be ordered there next. But the crew dispatcher shattered this hope by announcing that the yardmaster had a drag lined up for London, which would be their next port of call.

If they trotted out that old alibi of booking sick, they'd lose their Mike to a Hamilton crew, which was the last thing Johnny wanted to do. He had put in too much time and muscular effort in building the brick arch to give it up.

So they went to London. There, at least, they figured on being assigned to a run to Mimico. But at London the train dispatcher was hollering for an engine and crew to wheel a drag to Sarnia Tunnel. The locomotive foreman suggested that Johnny and his compatriots visit Sarnia.

The foreman would have liked the crew to report off on account of sickness. London had no 2-8-2's and he wanted to get one. But the wandering crew agreed to head for Sarnia.

Johnny continued to fire with the aid of a brick arch. At Sarnia they

heard the same old song. No crew was needed for a train to Mimico; the local men had taken care of that. All that the yardmaster had to offer was a drag for London, so the Mikado's crew headed wearily back there.

Still hoping for a break, they yarded the train at London and entered the locomotive foreman's office in a truculent mood. But that worthy provided no solace. There was nothing in the yards for Mimico, only a hotshot waiting to go to Windsor, and Detroit.

"You'll probably be ordered light out of Windsor," he said cheerfully. "Anyhow, so that is your best bet."

Best or worst, they coupled onto the Windsor-Detroit merchandise train. Shades of night were falling when they rolled into Windsor yards. The head shack cut the Mike off the train, and the switch-tender herded her onto the roundhouse track. There the hostler took over. After dumping the fire, he ran her into an empty stall next to the Windsor passenger engine. Destiny waited grimly in the offing.

The Mike's crew headed for the bunkroom, happy in the belief that as soon as their engine was okayed they'd be homeward bound, running light. The men were fed up with travel and strange, lonely beds. They craved to get back again to their homes and their women.

BUT MORE trouble was brewing. The boilermaker in his routine inspection spotted the new brick arch on a freight hog, where no brick arch had a business to be. The Windsor passenger engine boasted no such utility.

Consulting his helper, the boilermaker proposed that they move the brick arch from the Mike to the passenger engine. The helper didn't like the idea but was overruled. They opened the shop blower wide to cool the firebox, and began their dirty work.

Hours later, when dawn's rosy fingers touched the dark sky, the Mikado and her homesick crew were finally ordered to return to Mimico. Their spirits rose.

Blissfully unaware of what had happened during the night, Johnny followed his engineer and head shack into the cab. As soon as he opened the firedoor and saw the bare tubes he yelled with rage. The brick arch was gone!

Johnny's remarks on that occasion were salty and obscene. Not until after he had gotten them off his chest would he pick up the scoop and dolefully begin to fire his way back to Mimico. ●

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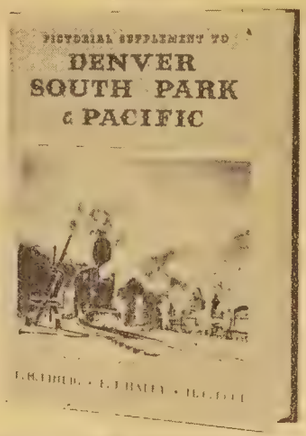

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Eddie Sand Liked the Southwest Until a Golden Girl Disturbed His Serenity

by HARRY BEDWELL

A condensed RAILROAD classic, copyright 1940 by Popular Publications, Inc.

WINTER loosed its hold on Moss Point. The wind from across the frozen lake smelled of rainwater. The snow was beginning to melt. Spring being the time of migration, Eddie Sand decided wistfully that he'd better get back in circulation.

Eddie's stride thumped impatiently on the slippery sidewalk. He was one of the long, rawhide-thin tribesmen who came from the prairie country to roam the rail lines of the States and Canada, a keen telegrapher searching forever beyond the horizon for something new. He was, in short, a boomer.

Here, at the end of a wabbly branch line, it wasn't railroading in the higher sense. A half-strangled locomotive snaked up the grade, then turned and puffed down again. Just a merry-go-round. You missed the hotshots streaking by, and the sizzling wires when the dispatcher was on the prod. You also missed the warm sands of the Southwest.

Eddie turned in at a gateway and opened the door of a cabin on the lake shore. He thought about the desert. His mind focused on a little telegraph station where you copied a few train orders to earn your pay and where life was serene. And so, on a sudden impulse, he quit the job at Moss Point and headed down the boomer trail.

Alone, he drifted southwestward from Chicago via St. Louis. It was fine to feel the surge of fast rail traffic again. Missouri and Oklahoma slid behind him, then the half of endless Texas rolled under the chuckling wheels.

The warm weather developed ardor, and empty spaces increased as the wheels clicked him toward the setting sun. He began to seek employment. The Southern Pacific didn't need any operators at Tucson, but maybe the Los Angeles Division could use him. From Yuma he called the chief, and got himself a night job at Lano on the Colorado desert.

Lano was a hundred or so feet below sea level, and at first glance it seemed made to the specifications Eddie had drawn in his mind. He got off the local and he liked what he saw.

The empty, sun-scorched landscape was familiar. A surprising feature of the scenery was the Salton Sea, a sheet of water twenty miles wide and forty miles long, which edged up almost to the back door of the station. Eddie gazed incredulously. He knew that the Colorado River had once broken through the Imperial Valley irrigation system to fill the Salton Sink with water, but he had no idea it had done such a remarkable job. He checked this as an added attraction.

That yellow depot looked like a huge desert growth. He noted the section houses, low barracks for the men and their families, a larger structure for the foreman, and a toolhouse, barely broken through the sweep of the desert. Mexican children played on the hard earth while gossipy, dark-eyed women gathered in long lines at their eternal washing.

The local clattered away toward Beaumont, and Eddie took up his suitcase and crossed to the station. The semaphore arm screeched as it lifted. The joints, as usual, needed oiling—a job for the new night operator.

THE DAY MAN, "Shorty" Clancy, a tall beanpole of a fellow, lounged in the doorway. He seemed slightly dubious of the newcomer. Eddie looked pale from the sunless northern winter.

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But his suit was creased to knife-blade edges and his hat was jaunty. Clancy himself wore nothing at all but shorts made by hacking a pair of blue jeans off above the knees. He was almost black with the sun.

"Looks like you once had rain," Eddie said politely with a nod at the Salton Sea.

Shorty drawled, "This is considered the back door to hell."

Eddie sniffed the dry, warm air. It had a genial tang. His eyes slid over the naked sweep of sea and desert, placid in the sun. Children's cries and the murmur of women barely ruffled the vast quiet.

"Sure," he said. "I know. I came back here because I wanted to dry out and be quiet. I'd like just enough telegraphing to get paid for it, but not so much as to interrupt my regular rest and reading."

Clancy grinned. "You'll find it here. Nothin' ever happens to raise your blood pressure."

Eddie relaxed. He sniffed again and gave a contented sigh.

Clancy cooked supper. The coal range made an inferno of the tiny kitchen. They ate quickly, washed dishes, and retired to the office. Eddie lit the semaphore lamp and hauled it to position atop the pole. The sun expired in a molten flare.

The far, lonesome cry of *The Imperial*, the Valley passenger train, crept in through the silence. Her headlight twinkled in the brooding twilight. Then her whistle blasted a call for the board, and Eddie pulled the eastbound semaphore lever. The hogger whistled his thanks.

The clatter of hurrying wheels and the clank of gear were familiar sounds. The dimly-lit coaches rolled by, and tail-lights soon faded in the gathering dusk. Eddie nodded vast approval.

The swift darkness shut down. He lit two oil lamps, selected a book from the dozen he had stowed on a shelf, and tipped his chair by the telegraph table. Shorty Clancy, his angular physique stretched on a cushioned bench under a bracket lamp, read a newspaper which had been tossed off by a passing trainman.

Lights glowed in the section houses. Children's voices were subdued. A guitar strummed faintly, and then the notes flowed into soft melody. A voice drifted in plaintive song. Eddie endorsed this with his full attention. These Mexican people could touch the depths of you with their music.

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The dispatcher's wire babbled incessantly. The trick man fought off a jam with brisk orders flung at alert operators, ranging his division impetuously as he maneuvered the trains to their meeting points. Once he snapped a call from the operator at Lano, and closed his key—a brief, crisp summons.

You stuck to the wire when that man was on the prod. Or else. Eddie dropped his book, and his slim hand reached for the key. He answered smartly: "I, AN."

"19 copy 3!" The command flowed through the sounder in a crisp ripple. That signal for a train order, the abrupt numerals, mostly dashes, then the swift stream of dots, terminating in the explosive "19," was a call to action.

Eddie plucked the manifold of tissues from a pigeon-hole and looped in the order as it streamed from the wire. He repeated it and recorded the complete. Then he tore off the tissues, filled in a clearance card, and attached copies to two train-order hoops.

A BIG MOON climbed into the sky and a coyote howled on a distant ridge. An extra's headlight made a halo in the distance. Eddie took up hoops and lantern and went outside. When the engineer called for the board, he looped a highball. Exhaust eased from the stack as the long train clanked down upon the station.

The moon didn't help to judge your position, Eddie pondered, and the headlight glare blinded him as it approached. Then when the beam slid above his head he moved in quickly, close enough for the fireman to make the catch but keeping clear of the cylinder, and held up one of his hoops and the lantern.

A smell of oil and steam and cinders whipped across his face, and hot air tugged at him. The fireman snatched the hoop away and yelled as he stripped the order and flung it back.

Stinging dust made Eddie squint. A spot of light on the step of the caboose swam at him. He extended the second hoop and the brakeman snared it in the crook of an arm. The ruby tail lights faded into the desert. Silence came back like a thin blanket.

The brass pounder returned to the depot and took up his book. From all indications, he was in for a nice, long, peaceful night.

"Me for the hay," Clancy decided with a yawn. "If you get lonesome there ain't a thing you can do about it."

The day man arose, stretched, and wandered soft-footed to his bed.

Eddie's nerves went restfully slack. This was fine, being alone. A baby cried fitfully from the darkened section houses. A frail wind slipped in across the Salton Sea, circled the station, and fled away across the desert.

The boomer stirred uneasily with the sudden eerie feeling that he wasn't alone after all. Someone outside was watching. He glanced across the telegraph table to the window. A jet of cold air crinkled his spine.

And then he saw a face pressed close to the glass, peering at him. The chill subsided. He grinned in relief. "Come in," he invited.

A tall girl moved sinuously into the lamplight at the doorway. She was slim and provocative. All the curves in the right places. Well-formed breasts jutted toward him, and her hair was a mass of spun gold. Good-looking, too. Violet eyes flashed as they roamed the office in quick scrutiny.

"Hello!" she said with a bewildering smile.

Eddie pushed the book aside. "Good evening! Won't you sit down?"

Stray yellow curls fluttered across her brow as she shook her head. "Mustn't. I hear there's a new man taking Hank Smith's place, so I thought I'd have a look."

"I'm glad you came. My name's Eddie Sand."

"Mine's Madge Slocum. Dad's the section foreman." She searched Eddie's face with a penetrating look. "He doesn't like me to get friendly with railroad men, but I think it's all right."

Madge undoubtedly had come on a mission. Eddie was wary. He kept silent. The silence was embarrassing.

She blurted out: "Mister, are you married?"

"No," the boomer snapped with quick suspicion. "What's it to you?"

She flushed. "Nothing, only I—There's a fireman named Warren King. Do you know him?"

"No," said the operator.

"He wants to visit me, but Pa won't let him." Madge dropped her eyes. "He's an awfully nice fellow." Scarlet deepened in her sunbrowned cheeks. She flitted to the doorway. "I must go now, Mr. Sand. Good night!"

Her soft musical voice trailed back in the moonlight as she darted away.

EDDIE chuckled. Obviously Madge Slocum hadn't said all the things she'd wanted to say. But they would come out soon enough. The snug quiet

flowed back. The telegraph instruments murmured sleepily. He took up his book.

Then the stillness was disturbed by the crunch of a long, listless stride in the cinders outside. Eddie put down his book patiently as a thin, tall man whose figure resembled Clancy's loomed in the doorway.

"Howdy," said the stranger. "Guess you're the new night man. I'm Slocum."

The boomer invited him to a chair. "And my name's Eddie Sand."

"I'll set a minute," Slocum said, taking off his straw hat. "It ain't often a spruce young feller like you comes to the desert jobs. Reckon my daughter Madge has been to see you already?"

"You have a daughter?" Eddie was bland.

"Yep," Slocum nodded. "She's goin' on nineteen and she's got wild spirits. She makes a lot of worry."

"I'll bet you liked the girls when you were young," Eddie offered.

"Not me. I had to work."

"It does interfere," Eddie agreed. And that was a fact. Economic pressure could warp a man.

"Mr. Sand, if you find my girl hangin' around the station, send her home. There's a young fireman after her and I won't have it," he threatened. "If I catch them together again I'll give 'em a taste of horsewhip."

Eddie looked at him somberly. "Mr. Slocum," he said, "I never aim to be impolite, but as I see it, a young lady of nineteen is entitled to courtesy. Any time your daughter comes to this station she will be treated with respect, and she won't be sent home."

Slocum glared. "So you won't keep her away from the depot like I tell you?"

"Of course I won't," said Eddie.

Slocum assembled his loose joints and stood up. "There's plenty ways of causin' trouble for a smart young feller like you."

With this parting shot he stormed to the door and out into the moonlight.

Eddie took up his book again and read placidly. As his eyes traveled over the pages he kept in the back of his mind a record of what the little brass tongue of the sounder said as it guided and controlled the swift trains on the thin ribbon of steel.

The meeting point between the long train of empty reefers, out of Yuma, and *The Californian*, just out of Colton, 190 miles away, was already tentatively set up in the dispatcher's office, subject to change on the seasoned judgment of the trick man. And that dispatcher, absorbed in his train-sheet, dealth with minor delays and major

Boomer

I'VE HEARD the sagebrush whisperin'
When the sun sank in the west;
I've seen the purple shadows restin'
On the desert's quiet breast.

I've rested at night on wooded shores
In a campfire's mellow glow,
While loons were callin' across the lake
And crickets were chirpin' low.

I've seen the peaceful countryside
From the top of a speedin' train,
With the rails and wheels a-hummin' to me
A wanderin' heart's refrain.

So I must pull the pin, lads;
I'm movin' down the line,
For memory has sent its callboy
To waken this soul of mine.

—Douglas W. Ward

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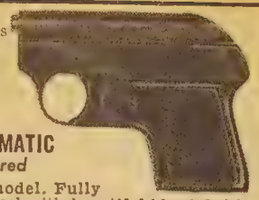

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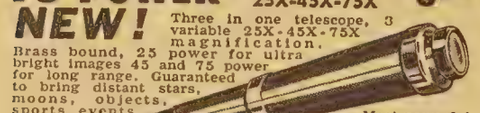

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dislocations with swift cunning. His first guess had to be right.

The sounder babbled an endless story of routine and sudden emergency. Eddie continued to read his book until a change of pace in the metallic voice lifted his eyes from the printed page. He noted alarm in the brass tongue as it broke in on the dispatcher.

"This is Salton. A sidewinder bit me."

DS snapped back, "Are you sure?"

"Yes," the operator crackled. "I was ready to deliver an order to Extra 2599 when he bit me above the ankle. I saw him by lantern light."

"Did Extra 2599 get away from you?"

"No. I didn't get the order to him but he stopped on my red board. Conductor Knapke and his head brakeman are with me now, working on my leg."

"Are you following instructions in case of snake bite—put on a tourniquet above the bite, make an incision at the wound and rub—"

"Yes," the operator broke in. "Knapke has done this before and knows his stuff."

He'd better, Eddie decided grimly. The sidewinder is an undersized rattlesnake with venomous fangs. Prompt treatment of a bite is very urgent.

EDDIE waited for the dispatcher to clear this case at once. Salton was a night office only, a one-man telegraph station. Now it would have to be closed for a while, which would weaken the dispatcher's hold on the rolling trains. This was a complicated problem, with a dozen elements to consider. But the dispatcher ran them all through his mind and found the answer.

"Tell Knapke," he sent, "to put his train on the siding and cut off engine and caboose for a hop to Yuma with you. I'm too jammed up to the west to take a chance on sending you that way. I think I can get you to Yuma without a stop. I'll have an ambulance waiting. Can you take an order?"

"Yes, sure."

This looked like the longest way around. Eddie studied the employes' timetable. There was, he saw on the list of surgeons, a company doctor at Indio, only thirty miles west of Salton, while Yuma was ninety miles east. Not so good. He dug further into the elements the dispatcher had to contend with, and began to add up the reasons for the longer hop.

The 2599 was headed east, which meant she'd have to run backward if sent to Indio. That would be slower and more hazardous. Checking further with the timetable and searching his mind, which all evening had registered the flow of traffic, he remembered that another extra behind the 2599 had just left Mecca, the next telegraph office west of Salton. There'd be a delay waiting for her to clear.

And further west, the eastbound *Argonaut* was now eight minutes out of Indio, while a manifest of solid fruit was leaving Indio behind the passenger train. If the caboose hop went in that direction there'd be some bad delays.

The east offered no such complications. An eastbound local freight, No. 526, was now due by Bertram, and soon due at Lano. The 2599, Eddie estimated by the timetable, would run around her somewhere east of Niland. The only train westbound so far out of Yuma that the 2599 would have to meet was Extra 2916 west with a long string of reefers. Extra 2916 had left Niland only a few minutes before and was to take siding and meet the 526 at Lano.

He didn't know where the 2599 was ordered to meet this westbound, but he guessed it would now be changed to Lano, as she would already be in the siding here, and the dispatcher would likely hold her till the caboose hop cleared.

Eddie took down a manifold of "31's" in anticipation, and made mental obeisance to the dispatcher's fast decisions. DS snapped Lano's call, and Eddie flipped an answer.

"31 copy 3!" He called Yuma.

Eddie smoothed the tissues and took up his stylus. Yuma answered, and the dispatcher swung into the order.

Order No. 63
To Salton, C&E Ex 2599E
To Lano, C&E Ex 2916 W
To Yuma, Opr.
Extra 2599 East has right over all trains Salton to Yuma and meet Extra 2916 West at Lano instead of Bertram. WHW

The operator at Salton sent, after he had repeated the order: "Knapke says he'll be out in fifteen or twenty minutes. He's done a good job on my leg. I'll close the station."

"Good luck!" the dispatcher replied.

THE GLEAM of 2916's headlight danced along the eastern horizon and then she heaved into sight, a long dark line clanking through the moon-

light. She slowed at the switch and headed into the passing track. Eddie stood in the doorway and watched the long string of empty reefers rattle by.

His eye caught a movement on the engine as she panted down the siding. A man appeared in the gangway and slid down the steps, clinging to the grab-irons. He swung low from the bottom step and dropped off, a shadowy figure that melted into the shadows. That was slightly mysterious. Hobos didn't usually ride the engine. Eddie watched the shadows.

Extra 2916 clattered to a stop with the rumble of slack, and the conductor plodded forward to the station. Eddie related the story of the snake-bitten operator and the caboose hop to Yuma as the skipper read and signed the "31."

"You need a bicycle with a drag like this," the conductor grumbled as he took the order and began a long hike to the head end.

Eddie went back to the doorway and followed the progress of the swaying lantern. Then he became conscious that a man had approached and was fidgeting in the darkness.

Whoever the fellow was, he didn't carry a lantern, so he wouldn't be a trainman. He sidled nearer.

"Hello, Hank," he greeted. "Any word?"

He stood at the edge of light from the doorway. Eddie grinned reassuringly. He saw before him a young man with broad shoulders and guessed from the overalls that he was a fireman.

"Hank isn't here any more," said Eddie.

"Oh!" said the fireboy, edging closer.

"You're Warren King, aren't you?"

"Yes, and who the hell are you?"

"My name's Eddie Sand. I'm the new night operator. And I made a long guess this evening when your girl friend came over to see me. I figured that maybe Hank Smith had been handling notes on the wire between you and Madge Slocum and that she was scouting me to see if I'd do the same."

"So what?" The kid was nonplussed.

"She didn't get around to asking me, but I'll be glad to undertake all the little jobs that Hank did for you."

"Oh!" said the fireboy, relaxing slowly. "And you won't tell her old man when I slip down here to see her, and you'll deliver notes when I get the operator at Yuma to send them?"

"Sure," Eddie nodded.

"Thanks. See you later." The fireboy went away cautiously along the string of somnolent reefers toward the section houses.

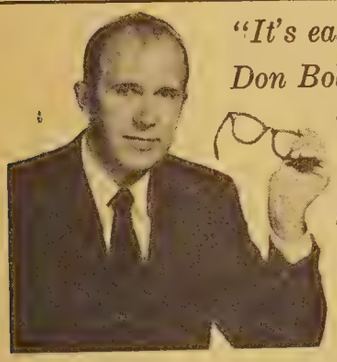
EDDIE caught Bertram's OS of the 526. He saw the conductor of the 2916 reach the head end. The con tucked his lantern in the crook of his arm as he read the order over with his engineer. The air from across the Salton Sea was cool, the moon was bright. Very peaceful at last. Eddie began to feel nostalgic. He sighed.

Then came a strident yell: "Madge! You, Madge! Come right into the house! I know you ain't far away."

That was the section foreman, Mr. Slocum. Eddie watched him prowl around in the darkness, searching for his daughter. The old gent fretted and stormed. But he got no reply from the brooding night.

A stealthy movement caused the boomer to turn suddenly. He saw Warren King at the kitchen doorway of the station, and behind him stood the girl with spun-gold hair and violet eyes.

"Madge's old man is on the war-



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Question: *What is so important about a person's ability to speak and write?*

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Question: *What do you mean by a "command of English"?*

Answer: A command of English means you can express yourself clearly and easily without fear of embarrassment. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: *But isn't it necessary for a person to go to school in order to gain a command of good English?*

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Question: *Does it really work?*

Answer: Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in business and social life.

Question: *Who are some of these people?*

Answer: Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers, and public speakers, housewives, sales people, accountants, writers, foreign-born citizens, government and military personnel, and many others.

Question: *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer: In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

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path," the ashcat explained, "so we came here. Hope you don't mind."

"Not at all," said Eddie.

"Dad treats me like a child," Madge pouted. "I'm sick of sneaking around like this. We want to get married."

"If we were in Yuma," the fireman declared, "we'd get married tonight."

"Not before the courthouse opens," Eddie cut in. "You need a license."

"We've already got one."

Eddie scanned the moonlight and reflected. The thin figure of Mr. Slocum continued to flit about the section houses and his voice occasionally shattered the quiet. Then he turned toward the station in a long, limber stride.

Eddie had a sinking feeling that he himself was involved. His internal adjustments began to click and he spoke rapidly.

"The old man's headed this way. You'd better duck out. There's a trackwalker's speeder in the toolhouse. Think you can start her and keep going?"

"Sure," said the fireman.

"Okay," Eddie went on. "You kids sneak back through the station and beat it over to the toolhouse. It's locked with a switch lock, but you have a switch key. Get the speeder out and run to Yuma. I'll keep the old man engaged as long as I can."

"But what'll they do to me for stealing a speeder?" Warren asked.

"Nothing. You can send it back later. But look out for traffic. Number 526 will be here soon, and a caboose hop behind him. So far there's nothing between here and Yuma."

Madge flashed a bewildered smile, and the young couple vanished from the doorway. Eddie decided to meet trouble head-on.

Mr. Slocum stamped into the depot. The old fool was actually carrying a cowhide whip.

"Did you see 'em," he demanded, "my daughter and that son of a b—"

Eddie put a finger to his lips. "Shs!" he warned. "You'll wake Clancy. He does violent things when awakened suddenly."

"If I catch 'em," the section boss raved, "I'll skin 'em alive."

"Yeah?" said Eddie. "Well, you can't do it around this station."

"I'll find 'em." Mr. Slocum faded out, flapping like a scarecrow.

EDDIE glanced eastward. A frazzled length of intermittent flame streaked up the main line. The discharges became more absorbed. Those kids were now heading for Yuma on the speeder.

The flicker of the 526's headlight danced along the skyline to the west and faded as she turned a curve. Mr. Slocum raised his voice in anger: "Juan! Eli! Alto! Miguel!"

Candle light began to glow in the barrack windows. A staccato crackle of women's voices and the lusty protests of infants spread through the night. Doors swung open and figures, shuffling on clothing, stumbled into the moonlight.

Mr. Slocum accelerated them in a shrill jargon of Spanish and English. By the time the crew arrived he had flung open the toolhouse doors and was unloading tools from the gas-car.

Eddie hadn't believed that the old guy would take out after a speeder on a lumbering gas-car. But maybe Mr. Slocum relied on some unreliable quality in the speeder that would let him overtake it. Eddie wanted to find out. He broke for the toolhouse on a run.

"Hey!" he shouted. "What's wrong?"

Mr. Slocum tossed picks and shovels from the gas-car. "That bastard Warren King," he spluttered, "stole my daughter and my speeder."

The crew swarming about the car shoved it toward the main line.

"Hey!" Eddie warned. "You'd better wait. The 526 is coming close. If you get in her way she'll smear you. Better follow him out, or you'll wake up and find yourself dead. And Extra 2599 is behind her on a caboose hop to Yuma."

Eddie sprinted back to the station. He was slightly exasperated. The peaceful existence he had planned wasn't working out. Maybe if he had a girl friend or a wife he'd be happier. He couldn't quite get the obvious charms of Madge Slocum out of his mind.

The 526 stormed into sight and clamored for the board. Eddie gave it and watched her by glumly. He saw the section crew wheel the gas-car onto the high iron the instant the caboose cleared, and in no time at all it disappeared over the hump.

Eddie disengaged the eastbound semaphore lever and let it fall forward. He took up his book. But the print wouldn't come into focus. The picture of those two elopers fleeing before the gas-car intervened.

Eddie put down his book. Plugging the message wire west, so that no operator or dispatcher in that direction could overhear, he opened the key and called Niland, the next telegraph sta-

tion east. Niland answered with surprising briskness for the time of night.

Eddie sent: "There's a fireboy eloping with the section boss's daughter on a speeder headed your way."

"No, he ain't," Niland contradicted flatly. "He just whammed by here."

"Thanks," said Eddie.

Evidently Warren was scared of the old man's wrath and was making knots. At that rate he'd tear the speeder apart before he reached the destination. Eddie had a mental picture of Madge's golden hair flying in the wind.

He gave the timetable further study. Flowing Wells, beyond Niland, showed a sub-elevation of thirty feet, while Iris, next telegraph station beyond that, was a 190 feet above sea level. Warren might very well pull the stuffing out of his speeder on that climb. Niland reported the 526 in and out. Eddie called him again to inquire about Mr. Slocum.

"He went through here right after the 526 left," Niland replied quickly.

EDDIE'S conjectures were halted by the dispatcher's brisk call. "Is extra east in sight?"

The brass pounder glanced through the west window. The beam of the caboose hop's headlight had just swung into sight.

"Coming close," he sent.

"Take a message," the dispatcher rapped, making the sounder sizzle.

Engineer, Extra 2599 East, Lano: Will try to have No. 526 in the clear for you at Glamis but it will be close. Watch out for him.

Eddie okayed that as the caboose hop yelled for the board. He gave it to him, and snatched a lantern and hoop and went out to the main line, signaling that he had a message for the head end. The hoghead was really working her, and barely eased the throttle as he approached.

A light appeared on the caboose step and signed that he also had a *butterfly*. Eddie stepped in close and the hot, heavy breath of the locomotive sucked at him, and exploded as the fireman snatched the hoop. The trainman on the rear of the caboose tossed something that hit the station. The stubby train roared away.

Eddie found the butterfly, a scrap of paper tied to a chunk of wood. It was a message to the dispatcher from the freight conductor and it stated:

Operator seems to be doing all right. Guess we acted in time to check the poison. Knapke.

These skippers were called upon to do most everything from shopping for the section foreman's wife to rescuing the perishing. And they did it all without much bother. Eddie called the operator at Iris.

"Maybe," he sent, "you know about that romance between Fireman King and Old Man Slocum's daughter. They've eloped on a speeder and they ought to be showing up there about now. Slocum is following on a gas-car."

"Yeah," said Iris.

Eddie asked, "Will the 526 stop at your station tonight?"

"Not unless he breaks down. We have nothing for him."

"Slocum figures that the speeder will bust something, which it's liable to do from the sounds it makes. Warren should get to you ahead of the 526, and Slocum somewhere behind her. Suppose, if Warren and the girl and the

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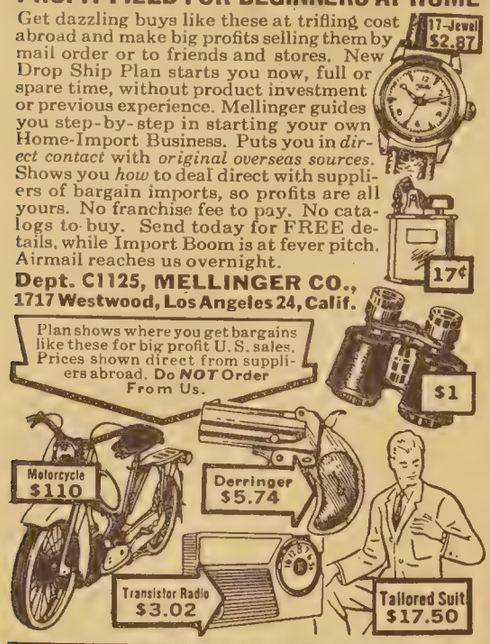
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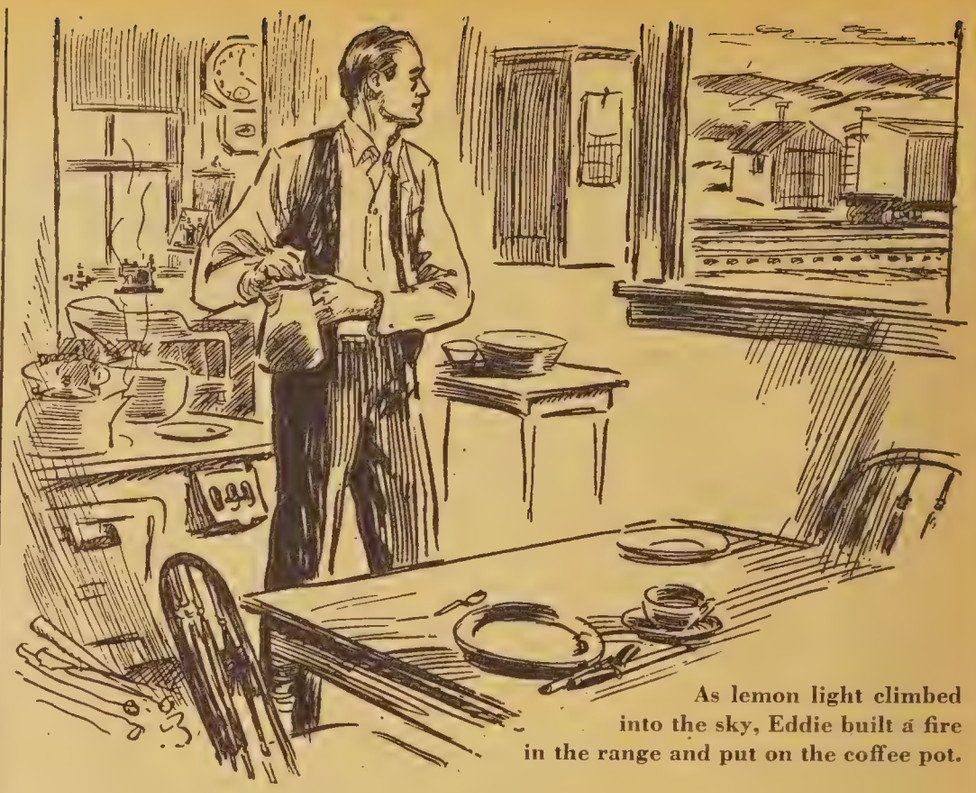

As lemon light climbed into the sky, Eddie built a fire in the range and put on the coffee pot.

speeder get to you before the 526, you stop them and advise them to leave their speeder and take the freight train. Likely the conductor wouldn't mind giving them a lift."

"I might consider it," Iris reflected.

All that Warren King had to do now was get to Iris before the 526, Eddie decided. He took up his book again. Then Iris called back on the message wire.

"That speeder just limped in ahead of the 526. It was sizzling. So I pulled the kids off it and flagged the 526 and shoved 'em aboard."

"Fine!" cheered Eddie. "I'll do as much for you some time."

"Whoa!" Iris stopped him. "This ain't over yet. Slocum came in and went out again behind the 526. He stopped just long enough to see the abandoned speeder smoking on the platform. Then he took out after the train again. He figures to overhaul her at one of the stops."

"What do you mean, stops? How in hell does he figure to run down a freight train with that lumber wagon?"

" 'Cause she'll have work to do at Mommouth and Glamis and Ogilby," Iris pointed out. "If Slocum keeps plugging along like he's doing now, he's bound to run her down."

THE BOOMER mused darkly. He mulled over the timetable again. Then he called Glamis, explained the situation, and made a suggestion.

Glamis agreed. "Sure, I'll take the lovers off the 526 when she shows and tell 'em to board the 2599, if she stops."

"Fine!" Eddie applauded, and fell to composing a message to Conductor Knapke of the 2599 to be handed up at Monmouth.

He was feeling the strain. He'd had only a slight nap the day before and now was beginning to ravel out. This desert job didn't have the recreational values he had hoped for. Even out here on the blank spaces, conflicts developed. Besides, he needed a woman. He sighed at the thought of Madge Slocum going to waste on a guy like Warren King. He'd never forget her smile.

No chance of ever seeing her again, he mused. But, hell, there are other girls . . .

It took effort to concentrate on a message to Conductor Knapke. Judging from his performance, Knapke was straightforward and competent. Eddie put his best skill into the telegram.

Monmouth consented to hand up the message. So Eddie sent it. After that he read his book drowsily, with visions of Madge dancing across the page, till Monmouth reported the caboose hop by.

Night was ebbing into the sluggish hours of early morning. The air had a chill edge. The telegraph instruments drowsed. Eddie, slumped in his chair, waited. Time wandered aimlessly. Then the bleak silence was broken as Glamis called the dispatcher and reported the two trains. The little brass tongue clattered and clanged in the quiet early morning like an alarm bell. Eddie took hold of the table.

"OS GS EX 2599 E BY 358. NO 526 AR 349 D 423," the cryptic report ran.

"I," said the dispatcher understandingly, and the wires were silent.

He'd reported the caboose hop *by* Glamis at 3:58. Conductor Knapke evidently hadn't stopped to pick up Warren and the golden girl. And the 526 had remained there for thirty-four minutes, which was likely long enough for Old Man Slocum to overtake them. Eddie tried to keep his hands quiet while he waited for Glamis to call. He winced at a clatter of the sounder.

"The next time you've got any elopers originating at your station," Glamis sent wearily, "route 'em down the Imperial Valley branch into Mexico. I don't want 'em disturbing my rest."

The boomer had to resist an impatient urge to assault the instrument while Glamis left his key open and pondered.

"Slocum got in here ahead of the caboose hop, instead of behind her!" Glamis went on. "But it did him no good. Knapke and the hogger outgeneraled him and pulled out their train with the fella and girl aboard. Slocum ran after 'em, but just barely missed the grab-iron on the crummy. He kept on trying for about ten rail-lengths, but the hogger unhooked her and lit out and left him in a cloud of sand."

LEMON light climbed into the sky. The desert began to take on form. Salton Sea became a sheet of tinfoil. The sun burned up over the ridges. Eddie Sand built a fire in the kitchen range and put on the coffee pot. The dispatcher's wire exploded as the first-trick man cleared a snarl of trains. Eddie copied an order. Soon the spasm subsided, and he leaned back in his chair.

Clancy came out of the kitchen sipping a cup of coffee. He coiled himself on the cot and eyed Eddie sleepily.

"Real quiet night, huh, just as I said it would be?"

Eddie yawned. "Yeah, it might have been quiet some place. But not here."

Clancy stared at the boomer uncomprehendingly. The beanpole of a man was not yet fully awake. Later on, Eddie would explain.

A freight train crawling out of the shimmer nosed into the passing track. Its head brakeman dropped off the engine, a 2-10-2 type, and came up to the depot lunch counter for a swill of coffee. The freight clanked to a stop and lay inert like a great dragon.

Pretty soon a passenger train flung itself out of the west, whooped exultantly, and raced into the sunrise. The freight brakeman, watching, raised his second mug of Java and drained it fast. Then he said, *"Adios, amigos,"* and left to open the switch.

Eddie felt the grip of power as the road engine set herself and shook loose the string of cars. He saw the smoke from her stack writhe and melt in the white dawn. Drawbars grunted. Wheels began their rhythmic chuckle, absorbed in their eternal excursion. The hard, slow exhaust snapped and tingled in his ears, churning the warm air and making it slide across his face. The sunlight shuddered with the blasts.

That settled it. Eddie's mind was made up. He would jump again, this time to Los Angeles, and there in the big city he'd find a job more to his liking. There, too, he'd find himself a girl, preferably a slim, provocative blonde with hair like spun gold and a bewildering smile. The boomer operator was back in circulation. ●

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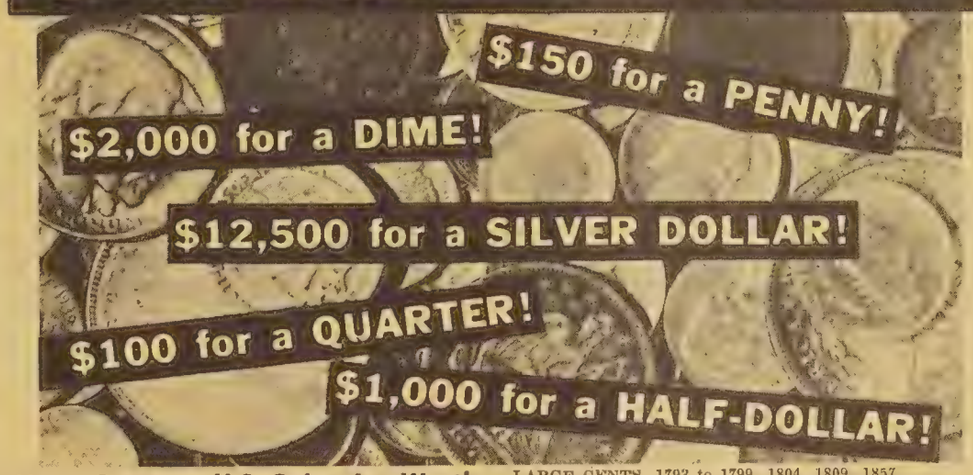

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Roster compiled by Sy Reich

Akron & Barberton Belt Railroad

Railroad Class	Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Built	Notes
——	25	660	Baldwin	VO	B-B	59,680	198,940	1941	
——	26	1000	BW	DS 4-4-1000	B-B	68,100	227,000	1947	
——	27-28	1200	BLHW	S-12	B-B	59,000	235,000	1951-'52	

Akron, Canton & Youngstown Railroad

D	101	1000	Alco-GE	S2	B-B	69,000	233,300	1942	
D	102	1000	Alco-GE	RS-1	B-B	72,000	240,880	1945	
D-1	200	1500	FM	ALT 200.2A	B-B	72,000	245,900	1949	
D-1	201-208	1600	FM	H16-44	B-B	72,000	245,000	1951-'57	
D-2	500-503	2000	FM	ALT 200.1A	B-B	75,000	255,000	1948	
D-2	504-505	2000	FM	H20-44	B-B	75,000	252,000	1951,-'54	

Akron Union Passenger Depot

(While this is classed as a shortline, it does not own motive power.)

Ann Arbor Railroad

D-3	1	386	Whitcomb	44-DE-22	B-B	25,700	85,600	1941	
D-6	2-3	660	Alco-GE	S1	B-B	60,000	198,000	1944	
D-6	4-7	660	Alco-GE	S3	B-B	58,220	197,440	1950	
D-10	20-21	1000	Alco-GE	RS-1	B-B	70,054	240,230	1950	
D-32	50-56, 50A-56A	1600	Alco-GE	FA-2	B-B	71,460	243,270	1950	

Bessemer & Lake Erie Railroad

W1A	281	?	WH	?	?	?	?	1936	1
W2A	282	1000	BW	DS 4-4-1000	B-B	57,375	229,500	1949	
W2B	291-292	1000	Alco-GE	S4	B-B	57,575	230,300	1952	
W3A	401-402	1500	BW	DRS 6-6-1500	C-C	82,500	330,000	1949	2
W3A1	403-407	1500	BW	DRS 6-6-1500	C-C	82,600	330,400	1950	
W3A2	408-409	1600	BLHW	AS-616	C-C	88,750	355,000	1952	
W4A	701A-707A	1500	GM-EMD	F7A	B-B	61,750	247,000	1950	
W4A1	708A-714A	1500	GM-EMD	F7A	B-B	61,750	247,000	1951	
W4A2	715A-724A	1500	GM-EMD	F7A	B-B	61,750	247,000	1952	
W4A3	725A-728A	1500	GM-EMD	F7A	B-B	61,750	247,000	1953	
W4B	701B-707B	1500	GM-EMD	F7B	B-B	61,750	247,000	1950	
W4B1	708B-714B	1500	GM-EMD	F7B	B-B	61,750	247,000	1951	
W4B2	715B-722B	1500	GM-EMD	F7B	B-B	61,750	247,000	1952	
W4B3	723B-726B	1500	GM-EMD	F7B	B-B	61,750	247,000	1953	
W5A	801-803	1500	GM-EMD	SD7	C-C	90,450	361,800	1952	
W5A1	451-455	1500	GM-EMD	SD7	C-C	90,175	360,700	1953	

Cincinnati Union Terminal

——	20-25	750	LH	T-69-SA	B-B	54,200	217,000	1949-'51	3
——	30-37	800	GM-EMD	SW8	B-B	57,000	228,000	1951-'52	

Cleveland Union Terminal

DES-21A	9628-9630	900	GM-EMD	SW900	B-B	61,900	247,600	1954	
DRSP-9A	5900-5903	1750	GM-EMD	GP9	B-B	63,925	255,700	1954	

Cuyahoga Valley Railway

——	600	600	GM-EMC	SW	B-B	50,000	204,000	1937	4
——	855	800	GM-EMD	SW8	B-B	56,380	228,000	1953	5
——	960-961	900	GM-EMD	SW900	B-B	56,790	230,000	1956	
——	1280-1285	1200	GM-EMD	SW1200	B-B	60,970	248,000	1956-'57	

Detroit & Toledo Shore Railroad

——	41-50	1500	GM-EMD	GP7	B-B	60,000	240,000	1951-'53	
——	116-118	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	
——	119-121	1200	GM-EMD	SW-9	B-B	62,000	248,000	1951-'52	

Fairport, Painesville & Eastern Railroad

(Owns five diesel-electric units, specifications of which are unknown to us.)

Lakefront Dock & Railroad Terminal

(While this is classed as a shortline, it does not own any motive power.)

Lake Erie & Eastern Railroad

(Owns no equipment; uses Pittsburgh & Lake Erie Railroad Equipment.)

Lakeside & Marblehead Railroad

——	12	1200	GM-EMD	SW7	B-B	62,000	250,000	1950	
——	13-14	800	GM-EMD	SW8	B-B	57,500	230,000	1952	

Lake Terminal Railroad

——	821-824	800	GM-EMD	SW8	B-B	57,500	230,000	1951	
——	1001-1020	1000	GM-EMD	NW2	B-B	62,500	248,000	1947-'49	6

Lorain & West Virginia Railway

(Owns no equipment; uses New York, Chicago & St. Louis equipment.)

Newburgh & South Shore Railway

——	603,607	600	Alco-GE	S1	B-B	49,750	199,000	1941-'42	
——	1003-1013	1000	Alco-GE	S-2	B-B	57,500	230,000	1941-'49	

New tri-level car, 83 ft. long, 18 ft. 4 inches overall height, built by Pullman-Standard for the Frisco, can piggyback 12 full-size automobiles at a time.

Pioneer & Fayette Railroad

(Owns one locomotive, specifications of which are unknown to us.)

Pittsburgh & Lake Erie Railroad

DES-11E	8537-8539	1000	Alco-GE	S-2	B-B	58,125	232,500	1948	
DES-11F	8540-8549	1000	Alco-GE	S-2	B-B	57,575	230,300	1949	7
DES-11L	8633-8667	1000	Alco-GE	S4	B-B	57,650	230,600	1953	
DES-13B	8705-8714	1000	GM-EMD	NW2	B-B	61,800	247,200	1947	
DES-13E	8740-8749	1000	GM-EMD	NW2	B-B	61,800	247,000	1949	
DES-14A	9100-9101	1000	FM	ALT 100.6A	B-B	60,125	240,500	1946	
DES-14B	9102-9103	1000	FM	ALT 100.6A	B-B	61,575	246,300	1948	
DES-16L	8931-8940	1200	GM-EMD	SW-9	B-B	61,700	247,200	1951	
DES-16N	8952-8961	1200	GM-EMD	SW-9	B-B	61,750	247,000	1952	
DPA-2C	4204-4207	2000	Alco-GE	PA-2	A1A-A1A	51,425	311,700	1949	
DPA-4C	4213-4214	2250	Alco-GE	PA-3	A1A-A1A	52,125	315,900	1952	
DRS-4F	5676-5681	1500	GM-EMD	GP7	B-B	61,125	244,500	1951	
DRS-4G	5682-5683	1500	GM-EMD	GP7	B-B	61,825	247,300	1951	
DRSP-4G	5684-5685	1500	GM-EMD	GP7	B-B	61,825	247,300	1951	
DRS-4K	5713-5724	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	
DRS-4L	5725-5734	1500	GM-EMD	GP7	B-B	61,100	244,400	1953	
DRSP-4M	5735-5737	1500	GM-EMD	GP7	B-B	61,700	246,800	1953	
DRS-6J	8353-8357	1600	Alco-GE	RS-3	B-B	61,375	245,500	1953	

Pittsburgh & West Virginia Railway

—	30	1000	Baldwin	VO	B-B	72,070	240,000	1943	
—	40	1600	BLHW	AS-616	C-C	83,750	335,000	1951	
—	50-53	2000	FM	ALT 200.1A	B-B	63,025	250,000	1947-'48	
—	54-71	2000	FM	H20-44	B-B	63,025	250,000	1950-'53	
—	90-93	1600	FM	H16-44	B-B	62,900	250,000	1956-'57	

River Terminal Railway

—	50	600	GM-EMC	SC	B-B	50,000	200,000	1936	
—	51	600	GM-EMC	SW	B-B	50,000	200,000	1937	
—	52	?	Alco-GE	?	?	?	?	1941	
—	60	1000	GM-EMD	NW-2	B-B	62,000	248,000	1949	
—	61-62	1200	GM-EMD	SW7	B-B	62,000	248,000	1951	
—	90-100	900	GM-EMD	SW900	B-B	58,000	232,000	1955-'58	
—	5 locomotives		—	—	0-6-0	?	?	?	

Toledo, Angola & Western Railway

—	101	660	Alco-GE	S1	B-B	59,700	199,000	1949	

Toledo Terminal Railroad

—	101-111	1000	Alco-GE	S-2	B-B	57,500	230,000	1945-'51	

Youngstown & Northern Railroad

—	213-221	1000	Alco-GE	S-2	B-B	50,000	230,000	1940-'49	
—	222-223	1000	Alco-GE	S4	B-B	50,000	230,000	1950-'51	
—	231	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	

Youngstown & Southern Railway

—	70-72	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	8
—	73-84	1200	GM-EMD	SW9	B-B	62,000	248,000	1952-'53	8

Miscellaneous Notes

For the purpose of rostering, a shortline is defined as a common carrier railroad whose route mileage is less than 400 miles. Roster is accurate as of Jan. 1, 1960.

Abbreviations: BW, Baldwin-Westinghouse; BLWH, Baldwin - Lima - Hamilton - Westinghouse; Alco-GE, American Locomotive Co.-General Electric; FM, Fairbanks-Morse; GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors, Electro Motive Div.; LH, Lima-Hamilton.

Roster compiled from data supplied by Supt., A&BB; Supt. M.P., AC&Y; Gen. Supt. M.P., Wabash Railroad; B&LE; Manager, Cinn. U.T.; Term. Manager, Cleveland U.T.; Asst. Treas., Cuyahoga Valley; Acting Manager, L&M; Chief Mech. Off., B&LE; Gen. Supt., P&WV; Supt. and Aud., TA&W; and Gen. Supt., Y&N, plus GM-EMD and personal observations.

(1) Scrapped in 1955.

(2) Sold to Elgin, Joliet & Eastern in 1956, renumbered 500-501.

(3) 20-21 sold to J. L. Ortner Co. in 1958.

(4) Ex-Elgin, Joliet & Eastern 205.

(5) Ex-GM-EMD 500.

(6) 1001-1002 sold to Northampton & Bath, not renumbered.

(7) 8546 sold Oct. '59 to U.S. Steel, Edgar Thompson Works, Braddock, Pa. 8547 sold Aug. '59 to Pan American Engr. Co. and shipped to Perla Minas deFierro, S.A., Nonclova, Coahuica, Mexico c/o Rudolfo Flores Co.

(8) All but one unit stenciled Montour. •

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RAILROAD HOBBY CLUB

by SY REICH

AS A MEMORIAL to the once-superb fleet of Pennsylvania Railroad steam locomotives, the number and builder's plates from 5244, the system's last busy steamer, now retired, are mounted on a plaque and hung outside the president's office in Phildelphia. This news comes from David Plowden, whose timely color-photo of the 5244's final run adorned our Dec. '59 cover. Ironic, isn't it? The Pennsy led the world in developing steam power. Then it dieselized, killed off its last active steamer, and nailed her hide, so to speak, to the barn door as a trophy. Nothing else, we are told, is left of the historic 5244.

Sy Reich

Doug Cummings of Vancouver, B.C., says the Pennsy had only 40 class of steam locomotives but many sub-classes and minor variations. He claims that the Pennsy has a very small variety of diesels and that many identical diesels have different class designations.

That is not quite true. In about three cases the same model diesels have different railroad classes, but in many more cases several different models fall under one railroad class. There are also modifications and minor differences in each class.

Bert Pennypacker of Philadelphia brings us up to date by reporting that the Pennsy had 2465 diesel units at the end of 1959, split as follows:

Alco	418 units	21 classes
Baldwin	642 units	23 classes
GM-EMD	1137 units	15 classes
FM	200 units	9 classes
GE	46 units	2 classes
Lima	22 units	2 classes

Bert tells us also that two Lehigh Valley FT diesel units, 502 and 505, have been rebuilt to GP9's and renumbered 300-301, Class DRS-3. This is in line with the current trend toward upgrading units and rebuilding cab units into hood units.

Commenting on our article, "Exit the *Black Diamond*" (Feb. '60), Warren D. Stowman of Philadelphia says that a 4-4-0 built at Lehigh Valley shops in Easton, Pa., powered the original *Black Diamond* in 1896. Later, as the train became more popular, Atlantics of class F-1 through F-5 were substituted. These in turn were replaced by Baldwin 2-6-2C's. As the train grew longer, Baldwin turned out some interesting Camelback Pacifics for it. Still later, these were superseded by 4-8-2's, 4-8-4's, and finally diesels, Alco-GE PA-2's.

Steam Power in Canada

Canadian Pacific 4-4-0 pictured on our front cover this month is scheduled to help pull a farewell-to-No. 136 excursion sponsored by Railfans Unlimited, leaving Toronto Union Station on Sunday, May 1, at 11:45 a.m. Destination: Orangeville, up a freight-only branch. Two sturdy Ten-wheelers, Class D-10, also will be used. Dining car and buffet car. Photo stops.

Says G. H. Baillie, CPR Vice President, Operations: "No. 136 is at present operating in our train 559 between Norton and Chipman, N.B., but only as relief in place of a 44-ton hydraulic switcher, temporarily out of service. It is expected she will be withdrawn from service in May and given to a museum."

So, fellows, this looks like your last chance to ride behind an Eight-wheeler on a main-line road. Both sections are sure to be crowded. All fans, especially those coming up from the States, must make advance reservations or be left behind. Fare, $5. The deadline for buying tickets is Thursday, April 14th.

A special connecting train may leave Fort Erie at nine a.m. using diesels as far as Hamilton, then CPR 2400 or 2800 steamers will take over for a high-speed run to Toronto. Other connecting service available from Windsor and Montreal areas. For info. and reservations write *at once* to R. L. Kennedy, president, Railfans Unlimited, 1-A Pritchard Ave., Toronto 9, Canada.

Oldest operating locomotive left in Canada is No. 3 of the City of Winnipeg Hydro line (see page 24). According to R. D. Brown, 731 42nd Ave., Lachine, Que., an authority on Canadian railway lore, she was built for the Canadian Pacific in April '82 by Dubs, Glasgow, Scotland, and is the only survivor of many imported Dubs engines. Originally CPR 22, she was rebuilt as 133 in 1905, then as 86 in 1921, and was sold to her present owner in 1918.

The Quebec Central's last few operating steam engines were scheduled for retirement about April 1, this year, reports N. Kent Loudon, who made the beautiful color-shots on our current front cover. "In the Montreal area," he adds, "CPR will continue to use steam sporadically until about August."

If you haven't photographed steam by now on Canada's two big rail systems, you probably never will. Dave Plowden laments: "Canadian National will complete its dieselization this summer when GM-EMD and Montreal Locomotive Works deliver 123 new diesel units for Newfoundland and the Grand Trunk Western. Just about the only CNR steam engines active today are oilburners running between Winnipeg, Canova, and Churchill.

"The Central Vermont is all diesel. So is Canadian Pacific in S.W. and N. Ontario. Steam in Montreal commuter service is cut to one round trip 5 days a week to Rigaud. This spring probably won't see any steam at Windsor station but a little left in CPR freight out of St. Luc."

"The last CPR steam loco to take a train out of Toronto was No. 5411, a Mikado, wheeling freight on the final day of 1959," reports John Thompson, 191 Melrose Ave., Toronto, Canada. "I have good photos of her."

Elsewhere in Canada, both CPR and CNR have steam engines stored in their Hamilton, Ont., roundhouses and both run steam occasionally. Both have much active steam at Winnipeg. CNR has much steam, dead and alive, at Saskatoon. CPR has one 4-6-0 there, CNR has 2-8-0's, 0-6-0's, 2-8-2, and 4-8-2 stored at Niagara Falls. CPR has 4-6-0, 4-6-2, 4-6-4, 2-8-0, and 2-8-2 stored at Toronto. The Northern Alberta has steam working out of Edmonton: 2-10-0, 2-8-0, and 4-6-2, also leased CNR 4-6-2 and 2-8-0 and leased CPR 2-8-2 and 2-8-0. Canadian Forest Products is operating two Shays and two 2-6-2T's. PGE uses a 2-8-2 occasionally for stationary boiler service at Squamish, B.C.

Steam on Display

Here are additions and corrections to the lists of steam power on display that we ran in Oct. '59 and Feb. '60:

North Woodstock, N. H., Clark's Trading Post—Climax, built 1920, and Shay, built 1919, both previously owned by Parker Young Co. and Franconia Paper Co.; Heisler, built 1930, last previous owner International Paper Co.; Porter 0-4-0T, built 1930, previous owners N. H. Wood Preservative Co. and Koppers Co. Also several cars. Operates for tourists this summer.

San Gabriel, Calif.—Ward Kimball's Grizzly Flats RR. located here, not Oakland. Gerald Best's engine also at Ward's.

Worthington, O.: Ohio Railway Museum—No. 1, an 18-ton 0-4-0T, ex-Marble Cliff Quarries; No. 578, ex-N&W 4-6-2.

Macon, Ga.: Central of Georgia 509, a 2-8-0, fenced in Central City Park.

South Carver, Mass.: Edaville RR.-ex-Monson No. 4, ex-Bridgeton & Harrison 7-8. Also Monson No. 3, lent to Pleasure Island.

North Woodstock, N. H.: Clark's Dog & Bear Farm—ex-International Shoe Co. Heisler No. 4; 0-4-0ST No. 4; Beebe River RR. Climax No. 6.

Allan Park, Mich.: ex-Detroit Edison 0-6-0 at Champaign Park, fenced.

Ft. Benning, Ga.: U.S. Army V-1902, a Davenport 2-6-2T.

Gunnison, Colo.: D&RGW 268, returned from temporary display at Denver.

Cadillac, Mich.: Shay loco in city park.

Coming Events

Very few West Coast railfan clubs cooperate with us to the extent of supplying advance information on their fantrips. Are these trips open to members only? Or is there another reason why some clubs don't want publicity?

If you missed the Reading's popular Iron Horse Rambles last fall, cheer up. The road will run seven steam excursions this year, but reservations must be made in advance. (Fourteen steam engines now kept at Reading, not Jersey City as previously announced.)

April 30: Jenkintown (a Philadelphia suburb) to Gettysburg, Pa. (site of the battle, Lincoln's most famous address, and Pres. Eisenhower's farm), $10.
May 8: Bethlehem, Allentown (at one time capital of U.S.), and Reading, Pa., to Gettysburg, $9.
June 18: Williamsport, Lewisburg, Sunbury, and Shamokin, Pa., to Reading, $9.25 or $8.
July 17: Belle Meade, N. J., Jenkintown and Langhorne, Pa., to Zionsville, $8.
Sept. 18: the first of three autumn trips.

Two B&O round trips out of Pittsburgh will be sponsored by North Hills Travelers Club, 43 Grant Ave., Etna, Pittsburg 23, Pa.:

April 8-10: Week-end all-expense tour to Washington, D.C., for National Cherry Blossom Festival.
May 14-15: Overnight Apple Blossom Tour to Virginia (Skyline Drive, Luray Caverns, etc.) by rail and chartered bus.

May 14—Steam round trip 445 miles, IC freight line to Paducah, Ky., shops. Details from O. H. Borsum, Rail Museum Safaris, 2741 Lansing Drive, S.W., Roanoke, Va.

May 15—CPR steam trip. Details from Robert E. Wilson, Jr., corresponding secretary, NRHS, Buffalo Chapter, 840 Potomac Ave., Buffalo 9, N. Y. (Another steam trip is planned for July.)

May 27-31—Santa Fe-WP round trip, L.A. to Reno via Feather River Canyon; steam side trip. Fare, $89 up, incl. most meals. Buy tickets before April 15 from Golden West Railfans, 215 W. 5th St., Rm. 323, Los Angeles 13, Calif.

Pacific Great Eastern Boosters plans PGE excursion from North Vancouver, B.C., to Dawson Creek and Fort St. George early in July. Fare, $75 plus meals. (The Boosters' president, Ernie Plant, 6344 Argyle St., Horseshoe Bay, B.C., Canada, recently acquired the bell of British Columbia Electric loco 992 and presented it to a local church.)

May 28-30: Los Angeles Live Steamers holds a brotherhood meet on 3½, 4¾, and 7½ ft. gage tracks along right-of-way in Griffith Park near Travel Town, L.A. Contact Gordon Sherwood, president, 4240 McFarlane Ave., Burbank, Calif.

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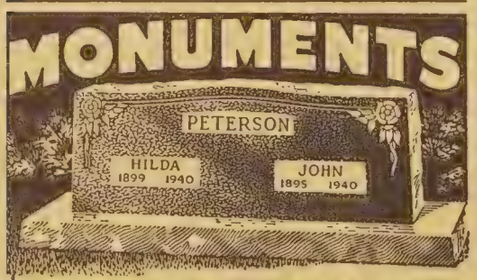

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Every Sunday in April: Spring show of Shasta Lines, 0-gage, 2-rail, DC layout at G. A. Humann Ranch, two miles NE of Berber, Calif. Admission by donation.

Steam locos will operate each Sunday on 3-foot-gage Antelope & Western, a museum one mile west of Roseville, Calif., beginning May 15, weather permitting. "Spectators are invited, donations appreciated," says Hal Wilmunder, the A&W big chief. "We have six narrow-gage locos and a rewheeled San Francisco cable-car. Our operable locos are No. 1 (0-4-0T), H. K. Porter '89; No. 3 (2-6-0), H. K. Porter '11; No. 5 (2T Heisler), '07, and No. 6, Waukesha, Diamond & Calder '29. Two others are being overhauled to run next year: No. 2 (4-6-0), built by Baldwin '20, and No. 4 (3E Shay).

"Our museum is adjacent to Pacific Fruit Express shops. It is not on the Fair Grounds, as your list of *Steam Engines on Display* stated. Our Alaska engine, No. 152, did not run on ET&WNC as the list said. Baldwin built her in 1920 for Alaska Engineering Comm. and she ran on Tanana Valley Railroad in Alaska."

Setouts and Pickups

Many readers have asked if there would ever be book publication of the Fiddletown & Copperopolis cartoons by Carl Fallberg which appeared originally in Railroad Magazine over a period of years. The answer is yes. Contact Hungerford Press, 6951 Reseda Blvd., Reseda, Calif.

Paintings of Denver, South Park & Pacific narrow-gage by Richard Ward and Philip Ronfor, both represented in past RAILROAD MAGAZINE covers, are available from Colorado Railroad Museum, Box 641, Golden, Colo., which will send you an illustrated price list on request.

Other South Park railroadiana may be obtained from Otto Kuhler, KZ Ranch, Pine, Colo. He, too, is remembered as a RAILROAD MAGAZINE cover artist. He sells some high-class locomotive prints, etchings, rail book-ends, etc. Information available on request.

Ever hear of the National Asso. of Train Order Collectors? It has 30 members. Annual dues, $2.50; membership card, monthly bulletin with swappers' column, etc. Secretary is Tim Kaufman, 534 S.E. 70th Ave., Portland, Ore.

Richard E. Prince, P.O. Box 724, Green River, Wyo., reports that his "Louisville & Nashville Locomotives" is enjoying a brisk sale. We reviewed this new book in April issue. It has 128 large pages, 240 photos, 50 charts, maps, and diagrams, is sturdily bound, and sells at $6. Congratulations, Dick!

A history of "Lagos Steam Tramway: 1902-'33," by Nevil Miller, is obtainable for 8/3d (about $1.25 postpaid) from W. J. Fowler & Son, 245-7 Cricklewood Broadway, London N.W. 2, England. This 30-page book tells about a forgotten narrow-gage line that once provided the only public transport in the capital of Nigeria, Africa.

Color transparancies of historically interesting British (or other European) locomotives, with a description of each, may be obtained at $2 for a set of four in a storage wallet from Herbert K. Paul, managing director, Dia-Dem Colour Club Ltd., Ipel House, 68 Paul St., London E.C. 2, England. Complete albums also available.

The new Montana Railroad Historical Society, 2805 Central Ave., Great Falls, Mont., has these officers: Carl C. Seltzer, pres.; Jack M. Hoober, v.p.; Walter Foreman, sec.-treas., and Ralph C. Allen and Rolla B. Smith, directors.

Corrections: C&O No. 1627, pictured in April issue, was really a Mallet, not a 2-8-0 as our caption stated. The photo got mixed in with our Consolidations at the last moment when we were rushing to meet a deadline.

Union Pacific has stilled all of its steam power, Dave Plowden reports, with 22 steamers stored serviceable at various points, mostly Cheyenne, Wyo., and 11 unserviceable. It is not likely that even the Big Boys will ever run again.

A new book for boys, "Building America's Railroads," by Al McCready, 150 pages, 150 pix, will be published June 6 by American Heritage, 551 Fifth Ave., New York City.

Five IC steam locos have been placed in temporary service at Paducah, Ky., yard, reports Jim Herron, 3540 Nanz Ave., Louisville, Ky.

The first "Golden Spike Award" of Trinity Railfans, Inc. (328 Timberline Drive S., Fort Worth, Tex.), was presented to the Texas & Pacific for cutting fares and the cost of train-meals, etc. The TV Railfans have started a railroad library, plan to set up a museum, sponsor fantrips.

If you like cartoon-style booklets, you can get a free copy of the revised "Railroads Deliver the Goods" from the Association of American Railroads, Public Relations Dept., Transportation Bldg., Washington 6, D.C. Bulk quantities will be given to railfan clubs, schools, etc.

For information on International Photo Exchange Bureau and International Rail Literature Services contact B. Willemsen, Grutstraat 54, Doetinchem, Holland.

Among those who have supplied information for this month's Hobby Club are Al Shade, Don Sease, George Glade, Jack Treubig, R. G. Nugent, Rolfe L. Hillman, Jr., Paul Orlow, G.M. Kidder, Herb, Clauberg, Bob Pearson, Dick Vincent, Pete Jehrio, Karl Koenig, Carl Rogoza, Allan Pommer, R. H. Angier, and The Western Railroader. ●

Can any reader identify this location?
H. D. Barlow, F. L. Photographers Guild

NEXT ISSUE: AUG. (out June 1)

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HOWARD AMELING, 807 Court St., Fremont, O., sells sizes 4x5, 5x7, 8x10 pix B&O, NKP, GTW, CNR, CPR, N&W, FEC, CB&Q, etc.

YOSHIKAZU AONO (profess. photographer), 24-2 Chome, Wakamiyacho, Minami-ku, Yokohama, Japan, sells beautiful color slides Japanese Rys. by subscription. Sample set $2 (International money order).

CLINT ANDREWS, 1502 Lehigh St., Easton, Pa., sells pix LV, CNJ, Rdg., L&N, N&B, Ironton. List free.

HAL ARMSTRONG, 521 N. Grant St., Hinsdale, Ill., wants Trains Feb.-May, Sept., Dec. '41, unclipped.

WM. BISSINGER, 67 Emerson Ave., Copiague, N.Y., sells sizes 5x7, pc. pix, GN, CB&Q, Milw., D&RGW, SAL, UP, also n.g.

R.B. BLACK, 3216 Irving Ave. S., Minneapolis, Minn., sells size 616 negs. NP, DM&IR, C&NW, CB&Q, FW&D, Soo, CNR, CPR, short lines. No list.

ERNEST BOWEN, 2717 Ashe St., Durham, N.C., sells N&W, Sou., D&S, NS, CPR forms 15, 19, 31, 35, clearance cards, tts., etc. (SAS).

WALTER BROSCHART, 34 Church St., Malverne, N.Y., sells rr., trolley color slides, negs. TARS, B&QT, PSCT. List free.

TOM BROWN, 1705 Ave. A, Dodge City, Kan., buys, borrows M&P info., pix and slides.

RUSS BUCKHOUT, 851 Springfield Ave., Summit, N.J., will sell mags. for any good offer: Trains, Nov. '46; June, July, Sept.-Dec. '48; Jan., Feb., Apr., May '49; some very old issues Mod. B'r, MRR, RR. Enthusiast.

C.J. BUSTARD, 401 Grange Rd., Wayne, Pa., sells, trades back issues Trains, Modern RR, Off. Guides, rr. books. (SAS).

R. P. CAMPBELL, 14831 Maplewood Ave., Harvey, Ill., sells, trades for CRI&P negs. sizes 616, 122. Has SP, WP, IC, Milw., CB&Q, etc. (SAS).

CLARENCE CARLSON, 322 Madison Ave. S., Hopkins, Minn., will sell Railroad Magazine 40c ea. postpaid, or will trade: July '34; Aug., Nov. '38; Aug. '39; Apr. '40; June '41; Aug. '53. Will buy Interurban Spl. 14 Twin Cities St. car lines.

HERB CEARLEY, 6716 Calif. Ave., Long Beach, Calif., sells, trades 35mm slides, steam, elecs. (SAS).

R. CHASE, 6150 S. Rockwell, Chicago, Ill., trades trolley, interurban bells, gongs, seats, headlights, PCC meter stand, for gold coins or cash. List 10c.

AL CHVOSTA, Rt. 2, Box 165, Hartland, Wis., will trade 125-yr-old Elgin rr. watch for Colt Ball revolver.

JEFFREY CLACK, 1106 11th St., Wheatland, Wyo., wants help in organizing railphoto swap club. Also pen pals to swap diesel pix. (Age is 14.)

BILL CORBEN, 9325 Walnut St., Kansas City, Mo., sells sizes 616, 120, pc. pix Midwest steam, 10c ea. Will buy or swap UP steam negs., any size.

BILL COTROFELD, 16 Southern Blvd., Albany, N.Y., wants Bath & Hammondsport info. and pix.

PETE COX, 2936 W. 28th St., Vancouver, B.C., Canada, sells size 116 CPR, CNR steam negs. List free.

AL CRANDALL, Rte. 2, Newton, Kan., wants D&RGW tts. '35-'41, emp. tts. listing San Juan, Shavano on Chili line.

DOUG CUMMINGS, 8070 Oak St., Vancouver, B.C., Canada, buys, sells, trades sizes 116 negs., pix, all roads.

OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., buys, sells back issues Railroad Magazine, books, other railroadiana. Big list free.

HOWELL DAY, 300 Vail Ave., Dunellen, N.J., wants plans, info. on LV inspection locos 1900 era.

C. J. DISMUKES, Dahlonega, Ga. (see page 27), sells 8x10 pix Gains. Mid. last steam run in Ga., also color transparencies. (SAS).

G. R. DRIGGERS, RFD 1, Box 114, Wagram, N. C., will sell Railroad Magazine Oct. '06 thru Apr. '59 and Trains Nov. '40 thru Nov. '58, all $1000; won't break sets. 9 Parkline Ry. couplers $90. 17,425 steam photos, size 116-616, with files, $1740.

J. H. DUSSAULT, 3534 Cuviller St., Montreal, Canada, sells size 5x7 pix CPR steam in Montreal and on excursions. (SAS).

MIKE EAGLESON, 10 Reynolds Rd., Glen Ridge, N.J., wants steam sound tapes of GN, DL&W, Erie, ET&WNC, Rdg. Iron Horse Rambles.

BOB ECKERT, 31 Mt. Vernon Terr., Waynesboro, Pa., wants size 8x10 pix B&M 4000 series 2-8-4.

AL EGAN, 216 Berkeley Ave., Bloomfield, N.J., wants action pix slides of 8mm movies Rdg. last Oct. 26 steam trip.

JOHN ELDRIDGE, 27 Wyncote Rd., Hohokus, N.J., sells, trades NYO&W tts., passes, rulebooks. Wants old tkts., passes, tts.

BRUCE FALES, 1915 Elkhart St., Silver Springs, Md., buys, trades pix open-end platform obs. cars, private bus. cars.

BILL FENDRICH, 909 N. Kensington St., Arlington, Va., wants Off. Guides prior to '39.

C. W. FERRELL, 4810 Hopkins, Dallas, Tex., will sell 107 issues Railroad Magazine '38-'59. (SAS).

PHIL ELLIS, 3 Keiller St., Moorabbin, Victoria, Australia, wants HO kits, rr. books, esp. n.g. Offers History of N.S.W. Rys., other Austr. rr. books, mags., literature, pix.

ROGER FRICK, 2924 Cabrillo St., San Francisco, Calif., will buy 2 ft.-gage Shay, 0-4-0T, 2-4-4T. State price, cond.

MIKE GALPERN, 3152 Brighton 6 St., Brooklyn, N.Y., trades, sells back issues Railroad Magazine, '37-'46. Wants rr. histories. (SAS).

FRANK GNAU, 1477 Ellicott Rd., Orchard Pk., N.Y., wants pix PSN, BRP, M&P, roster of York, Pa., IRC Buffalo trolleys.

CHAS. GOETHE, 1108 SE 7th St., Ft. Lauderdale, Fla., sells size 116 trolley, interurb. negs. (SAS).

E. P. GRANT, 303 University Ave., Oxford, Miss., will sell tts. from 1920's, '30's, incl. some elec. lines, to top bidder. (SAS).

ROGER GRANT, 821 4th Ave. E., Albia, Iowa, wants good pix, 35mm slides Manchester & Oneida.

TOM GRAY, 956 Madrid St., San Francisco, Calif., buys, trades size 616 negs. Mkt. St. Ry. Trades negs. SP diesels, any elec., steam.

ZENO HANSEN, 1626 Sherwin Ave., Chicago, Ill., buys recent diagram bks. of locos, pass. cars, rosters NYC, NYNH&H, PRR, Erie, NYO&W, Rdg., DL&W.

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JIM HEROLD, 294 Forest Dr., Union, N. J.; buys pix, slides LV steam tts.; Pennsy classes T, S, Q, J, K4.

JIM HERRON, 3540 Nanz Ave., Louisville, Ky., sells 35mm steam color slides. List, sample 50c.

L.G. HILL, Box 161, Washington, D.C., buys recent emp. tts., rulebooks, all roads.

HERB HOLMES, 22 Leopold St., Derby, England, sells pix size 4x5; Royal Salons, Caledonian Ry., Royal Pilot Engine, Gt. East. Ry., Royal tr. loco. Five pix $1.

TOM HYCHOLK, 58 W. Maple Ave., Morrisville, Pa., wants Farrington's Giants of the Rails, RRing from Head End, RRs of Today.

GREG JACKSON, 1320 E. Delmar, Springfield, Missouri, wants Frisc. emp. tts., rulebooks.

CHAS. JAMES, Box 96, Bluefield, Va., sells back issues Ry. Age, Jan.-Dec. '59. Wants pen pals knowing N&W steam.

PETE JENSEN, 137 Central Ave., Montclair, N.J., wants info. on Canadian, GTW live and stored steam.

BERT JOHANSON, 35 Milbrook St., E. Hartford, Conn., wants info. on Conn. Co., esp. Hartford Div.

A/2C RON JORDAN, AF 16598064, 327th ABRON, Traux Field, Madison, Wis., wants juicefan pen pals. Will buy back issues Railroad Magazine '29-'53. Takes pix CNS&M for fans who furnish film.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y., sells back issues Railroad Magazine, Trains, model mags., other rr. mags. (SAS).

LOU KELLER, 1033 Oakland Rd. NE, Cedar Rapids, Iowa, wants info., pix on IC 790 ex-641, which he owns.

G.M. KIDDER, RFD 1, S. Acton, Mass., will buy headlight. No. plate, whistle, marker lamps from N&W class J or K, B&M 3680, 3710 or 4100 series.

DON KISSICK, 36 Thompson St., Princeton, Ill., wants any size CA&E negs., color, black and white, on approval.

JOHN KOEHLER, 108 Hudsondale St., Weatherly, Pa., wants action and bldr's pix of certain LV 4030's. (What size, John?)

CLAYTON KOPPES, Rte. 2, Newton, Kan., wants pix AT&SF steam powered Ranger, Ark. Vo. Interurban tts., emp. tts., pix, negs.

JOHN KRISKEY, 179 N. Water St., Byram, Conn., wants any size negs., color or black & white Sierra RR, Live Oak, Perry & Gulf, Shays, Climaxes.

JOHN KROIS, 723 Barney Ave., Wyoming, O., wants pix live 4-8-4's, any Class 1 road in U.S. (Size, John?)

N. A. KUTUSOFF (SP loco engr.), 45 Montecito Ave., San Francisco, Calif., will sell 65 ICS civil engr., rr. constr., diesel texts, all good cond.

JOHN LARKIN, JR., 606 Allcott Ave., Marshall, Mich., buys, sells, trades steam pix, negs., slides, esp. GTW, NYC. Owner NYC 8311, please write.

MARCUS LAWSON, 185 Hubbard St., Glastonbury, Conn., wants postcards of trolleys, trs., rr. stations, esp. New England, N.Y., N.J., Pa.

J. LECH, 78 Kensington St., Hamilton, Ont., Canada, will buy pix of UP Big Boys' front and rear engines. (He forgot to mention size.)

ROY LINSCOTT, JR., 9 Everit Circle, Framingham, Mass., sells, trades back issues Railroad Magazine, Trains, Off,, Guide, Equip. Registers, rr. books, tkts. (SAS).

GLEN MACGREGOR, 165 E. 27th Ave., Vancouver, B.C., Canada, buys, trades steam, diesel neg., pix size 116, all rrs., esp. Canadian shortlines. List, sample 25c.

RAFAEL MARGARIT, 34 Mariano Cuino, Igualda, Spain, sells guides, emp. tts., all European rrs. except SNCF, iron curtain countries; sells some African, Australian, U.S.

TOM MATOFF (age 12), 77 Toledo Way, San Francisco, Calif., wants pen pal interested in pre-1890 steam.

NEIL McCARTEN, 87 Bowmore Rd., Toronto, Canada, wants size 120 or larger negs. CNR 2-10-2's 4100-4104.

DON McQUEEN, 120 James St. E., Brockville, Ont., Canada, buys any size pix, negs. CNR 4-8-2's, 4-8-4's, CNR 2020, 2633, 6028, 6169.

A. MEACHAM, 206 Dearborn Ave., Winnipeg, Canada, sells Mod. R'r, RMC, British rr. mags., rr. books. List 5c.

GEO. MERCHANT, Box 134, Brighton Sta., Rochester, N.Y., sells rr. and steamboat passes, 1880-1910, some n.g.; has over 1000. Send want list.

JOHN MOREY, 256 Grand Ave., Leonia, N.J., sells size 116, larger, pix LV, CNJ, B&O, NYC, D&H. (SAS).

JEREMY MOTT, 166 Carlisle Terr., Ridgewood, N.J., wants Off. Guides 1900-'50.

DICK MURPHY, 309 S. Buell Ave., Aurora, Ill., sells bells, 3 mo. delivery.

BEN MYERS, 710 Weschler Ave., Erie, Pa., wants pix, negs., info. PRR post-1920 steam. Trades, sells PRR pix.

TOM O'NEIL, 715 Verner Ave., McKeesport, Pa., gives info. on any rr., esp. B&O, EBT, for self-addressed stamped env. Wants n.g. info.

NORM ORFALL, 421 W. 6th Pl., Mesa, Ariz., buys, trades, sells emp. tts., tr. orders, tts., rulebooks, mags. Wants pen pals. Answers all mail.

A/3C PAUL ORLOW, 3423 Sturon, A-143, Lowry Air Force Base, Colo., wants pix, slides Erie steam.

LARRY PALMER, 947 Georgetown Rd., Swarthmore, Pa., buys sizes 120, 116 negs. Rdg. PRR steam. Sells 8x10 pix CF&I 0-4-0C.

DICK PEDLER, 2125 Maffett St., Muskegon, Mich., wants any size sharp aerial pix of steam roundhouses.

DON PEVSNER, 300 West End Ave., New York City, wants to hear from fans interested in NYO&W, Rut., U&D, NYC, PRR.

H. PHILLIPS, 13509 Bhenheim Rd., Cleveland, O., sells steam, diesel pix, sizes 3½x5, 5x7, Eastern rrs., West Penn trolleys.

ERNIE PLANT, 6344 Argyle St., Horshoe Bay, B.C., Canada, will sell size 116 pix CPR, BCER, PGE steam, diesels. Also small whistles, roller signs, rosters.

DAVID PLOWDEN, 1239 Madison Ave., New York, N.Y., sells pix to frame, mostly steam: Syd. & L, CV, CNR, CPR, NP, GN, Omaha Rd. (C&NW), B&M, CNJ, PRR, 5x7, $1.25; 8x10 $2.50; 11x14, $5.

FELIX POLEK, Box 254, Braddock, Pa., wants mint-cond. NYC calendars '21-'31.

DAVE POND, 85 California Dr., Rochester, N.Y., sells black and white pix, buys, trades b&w and color negs. (SAS).

JOE QUINN, Box 1044, Tillson, N.Y., buys size 116 and larger, steam negs., any rr. Sells steam negs. on approval. (SAS).

E. REIDER, 5719 B Park Ave., Philadelphia, Pa., buys any size pix CPR D-10 4-6-0's.

FELIX REIFSCHNEIDER, Fairton, N. J., will send list of trolley books, steam items for sale.

ERIC RODGERS, 26 Brooklake Rd., Florham Pk., N.J., wants old passenger condr.'s lantern, green and white globe, engraved name.

JOE SAITTA, 114-40 209th St., Cambria Hts., N.Y., wants size 116 pix, slides, roll sign listings NYCTA PCC cars.

H. T. SEABURG, 1 Broadway, Fargo, N.D., wants list of all U.S. rrs. having their own hospitals.

A. A. SCHLIESKE, 6424 S. Komensky Ave., Chicago, Ill., wants pix C&EI 1007 when built.

FLOYD SEIB, 23 Ridgehurst Rd., W. Orange, N.J., will buy Off. Guides, emp, tts. pre-'45.

FRANK SEIFFERT, JR., Box 21, Orange, N.J., sells pix Eastern steam, trolleys. East. list, 5x7 sample, 25c. Both lists, two 5x7 samples, 40c.

RON SENKO, 4470 Parker St., N. Burnaby, Vancouver, B.C., Canada, trades tr. orders, BCE transfers. Wants pen pals.

A.R. SHADE, 9831 Aldridge Dr., Columbia Sta., O., sells p.c. size steam, juice pix. No list. Sample 25c. Sells steam tape recordings. Sample 50c.

GEO. SHARP, 9985, Mountain Rd., Middleport, N.Y., will sell back issues Railroad Magazine, good cond. '38-'47 (SAS).

R.B. SHAW, 70 Phelps Rd., Ridgewood, N.J., sells M.G. spikes Sandy River, Bridgeton & Harrison, WW&F, 50c ea. postpaid.

JACK SIMPSON, 5444 E. St. Clair, Indianapolis, Ind., sells pix, info., tts., all sizes, all roads. (SAS).

DON SMITH, 5050 S. Kedzie, Chicago, Ill., trades 35mm slides, info. of CNS&M, CA&E, JTC, TMERL, for MTC, TTC, OTC.

JOE SMITH, 304 Picker Ave., Wood River, Ill., sells original slides, steam, active, retired. List, sample, 30c.

K. M. SMITH, Sr. (C&O yardmaster), 758 Maple St., Fostoria, O., will buy or swap view cards rr. scenes or eqpmt. prior to 1920.

DUANE STAMARSKI, 1113 Scott St. E., Ft. Frances, Ont., Canada, buys steam pix of common carriers. (What size, Duane?)

AL STOKES, 3958 S. Hill St., Los Angeles, Calif., will sell collection of cacheted rr. philatelic covers or trade for other railroadiana. (SAS).

HERB STORM, 406 Churchill Lane, Fayetteville, N.Y., wants pix PRR Mla 6793.

TOM SWENSON, 424 State St., Oconomowoc, Wis., sells back issues Mod. R'r '48-'51. Wants GN pass. tr. pix.

W. R. TYSON, 406 Kershaw Pl., Aiken, S.C., wants 35mm color slides Rdg. steam.

DICK VINCENT, 15 Indian Cres., Hamilton, Ont., Canada, trades, buys size 116 pix West Penn, Indiana, Winnipeg Elec. Wants juice bulletins.

NEIL VODDEN, 321 University Ave., Los Gatos, Calif., will buy drawings, pix Frisco 182-187 as rebuilt.

FRANK VOLLHARDT, JR., 2435 Mahoning Ave. N.W., Warren, O., buys Temiskaming & N. Ont. steam, diesel slides, movies, any size pix.

ROY WAKE, 1429 W. Congress Pkwy., Chicago, Ill., sells steam pix AT&SF, B&O, CB&Q, PRR, UP, etc. (SAS).

E. A. WEBB, Box 42, Logansport, Ind., sells jumbo-size steam pix. List, sample, 25c.

CRAIG WEED, Hartford Tkp., Rockville, Conn., will sell a tt. NY & New Eng., Nov. 11, '88.

E. WHITE, Box 42, Glen Lake P. O., Victoria, B.C., Canada, sells alltime mimeo. roster logging roads of Vancouver Isl., $1 (postal money order).

M. C. WIKMAN, (loco fireman DL&W), Mt. Olive Rr., Flanders, N.J., trades emp. tts., tr. orders, switch keys, rosters, steam pix.

HAROLD BELL, Box 31, Tallulah Falls, Ga., will buy steam loco pix, bigger the better.

GARY WILSON, 353 Penn St., Pasadena, Calif., sells steam and trolley pix, 10 for $1. (Which roads, what size pix?)

R.W. RICHARDSON, Box 10, Golden, Colo., wants tts., pix, rosters of Mexico, Guatemala, esp. IRCA.

S.E. HERRING, 908 Rush Ave., Bellefontaine, O., wants any items on Mad River & L. Erie, also St. Joseph Val. Ry.

RON GRIFFITHS, 1335 31st Ave., San Francisco, Calif., trades diesel and elec. pix, all roads, also 2¼" sq. negs.

PAUL WOLFGRAM, 513 4th Ave. N., Grand Forks, N.D., wants side views and info. on GN 4-6-6-4, Class Z-6.

HAROLD OLSEN, what is your address?

G.M. SAUDER, Box 631, Lake City, Pa., sells old issues Railroad Magazine, Trains, many model mags. (SAS).

TED GAY, 6 Northview Drive, Morris Plains, N.J., sells pc. size prints, negs., 35mm original slides, color and b&w movies, mostly steam. State wants, with stamped env.

W.C. SHORT, U.S.V.A. Hospital, Perry Point, Md., wants info. on past and present Pennsy bridges over Susq. River at Havre de Grace. Also drawings, data on present PRR elec. locos.

KENT LOUDON, 232-A McCuskey Hall, Buckhannon, W. Va., sells b&w and color prints, steam, diesel, many roads. List 10c.

JOHN ILLMAN, 7400 Errol Dr., El Cerrito, Calif., trades, sells emp. tts., Off. Guides. List for stamp or your list. SP sample 10c.

WALT REDMAN, 8781 Arcadia Ave., Detroit, Mich., forced by illness to sell many old Railroad Magazines, Trains, bks., 50 rr. histories, steam pix 8x10 and smaller, album with 325 steam eng. postage stamps, old tts., etc. (SAS)

ALAN MILLER, 1836 Gardena Ave., Glendale, Calif., will sell 2 marker lamps of Sante Fe 5022 (2-10-4), $10 ea. Buy or swap bldr. plates.

JIM WINTERS, 43 W. Governor Rd., Hershey, Pa., wants info. on Golden Glow headlight, type EF 128. Where can he buy reflector for it?

AKIHIRO NAKAMURA, 2-569 Kamiochai, Shinjiku-ku, Tokyo, Japan, wants pen pals to swap info., pix, etc. (Age 17, reads English.)

TOM KONIECZNY, 625 N. 7th St., East St. Louis, Ill., wants teen-age pen pals interested in trolleys and steam.

ARNOLD IRVINE REID, Defensa 665, Buenos Aires, Argentina, sells 35mm color slides ex-PE PCC cars running in his city, 10 slides $6 (int. money order).

JOHN AARDEMA, 223 Slater St., Paterson, N. J., wants pc. pix Vgn., Clinch. diesels; Death Val. locos 1, 2, 99. L. C. Rowe, please write.

B. A. FERMAN, 430 Oneida St., Denver, Colo., sell Cafky's "Rails Around Gold Hill," new.

ED McKENZIE, 300 McKinney Ave., Rogersville, Tenn., wants Sou. Ry. train orders, emp. tts.

MERLYN LAUBER, Box 655, Waterloo, Iowa, wants pix, any size, and blueprints Uintah's 2-6-6-2.

NOEL PHILLIPS, 942 Edgewood Ave., Andalusia, Pa., wants info. on PTC and Phila. & Western.

MODEL TRADING POST

ANTHONY ANTON, Box 144, Culver City, Calif., trades HO gage equip. railroadiana, 35mm tr. films, rr. books, mags. for S&H green stamps.

PAUL AVERDUNG, 321 Wesley Ave., Evanston, Ill., will sell HO model CNS&M interurbans. (SAS).

ED BAUMGARDNER, 26 West End Ave., Oneonta, N.Y., will trade '29 Ry. Eng. & Maint. Cyclopedia, '47 Loco Cyclo. for A.F. 0-8-0 S-gage loco. (SAS).

W. A. BERNSTEIN, 3345 Reservoir Oval, Bronx 67, New York City, wants Ives elec. frt. set before 1925, good cond.

BILL CHELLEW, 710 6th St., S., Virginia, Minn., will trade Lionel 1503WS 027-gage tr. set with searchlight car, extra track, for shotgun.

RUSS CHRISTENSEN, 509 Ravenwood Ave., Rochester, N.Y., trades, sells HO steam, diesel elec. locos. (SAS).

M. FRANKEL, you did not give your address.

BOB GARASHA, 4102 Argyle St., Chicago, Ill., sells HOn3 gage locos, cars. (SAS).

RUSS HAFDAHL, 11403 16th SW, Seattle, Wash., wants antique toy trains, catalogs, trolleys. Trades new trains.

BILL HOWARD, 633 Hamilton St., N.W., Washington, D.C., will sell Lionel cars, buy HO pass. cars.

DICK JACKSON, 3421 N. Adams St., Indianapolis, Ind., sells HO-gage Tenshodo, Varney, English, Penn Line diesels; also car kits, parts. (SAS).

A. MEACHAM, 206 Dearborn St., Winnipeg, Canada, sells Mod. R'r, RR. Mod. C., British rr. mags, rr. books. List 5c.

BEN MEZO, 8537 Melville St., Detroit, Mich., sells Railroad Magazines, Trains, Ry. Age, Off. Guide, Mod. RR. Crafts, Mod. R'r, etc.

LARRY PALMER, 947 Georgetown Rd., Swarthmore, Pa., wants Mantua HO Atl. Pac. book printed in '49, Rdg. type tender trucks.

NOEL PHILLIPS, 942 Edgewood Ave., Andalusia, Pa., will swap AF auto. switches 2 yrs. old for HO Walthers PE coach, good cond.

NORM REINHARDT, 68 Caroline Ave., Clifton, N.J., will trade Kusan plastic 0-027-gage car, dummy engine for broadside boxcar negs., any size.

FRANK SEIFFERT, Box 21, Orange, N.J., will sell Lionel std.-gage 0-4-0 No. 9U, pass. cars 428-480.

A.R. SHADE, 9831 Aldridge Dr., Columbia Sta., O., trade 8x10 steam pix NYC, etc., for HO-gage mod. equip.

TOM SWENSON, 424 State St., Oconomowoc, Wis., will buy HO-gage Milw. coaches built for Jim Grade Hobby Center by Sampson.

M. C. WIKMAN, Mt. Olive Rd., Flanders, N.J., builds, buys, repairs, trades HO rolling stock, locos.

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Wonder Slim is a new kind of men's supporter belt. Its ingenious contour design follows nature's own lines—permits remarkable freedom of movement. Its patented sliding back panel makes it the easiest belt to put on . . . provides "quick as a flash" adjustment for constant perfect fit. No uncomfortable crotch. Scientific "no pressure" boning flattens the bulge gently but firmly. Sliding back provides support just where you need it for youthful posture . . . fights the feeling of fatigue. Made of super test herringbone twill. Waist sizes 26-44—Only $4.98. Try it at our risk.

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Rush my Wonder-Slim back supporter at once. If I am not 100% satisfied I may return it for prompt refund of the full purchase price.
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☐ Send C.O.D. I'll pay postman $4.98 plus a few cents postage.
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CLOSES WITH LIGHTNING SPEED!

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IMPORTED DIRECT FROM ITALY, this is the ORIGINAL Italian Stiletto made famous world over for its startling speed in life or death hunting or fishing emergencies. Blade is of durable high test carbon steel, guaranteed to stay razor sharp. Has genuine bone handle. Not a switch blade knife, but a precision-engineered STILETTO. No buttons to fool with, no more broken springs. LOCKS IN OPEN POSITION FASTER THAN THE EYE CAN SEE. Easy to handle, easy to carry. One Idaho customer actually claims it saved him from possible injury when a wolf attacked him. Order while they last. IMMEDIATE SHIPMENT GUARANTEED. Send cash, check or M.O. Calif. res. add 4% sales tax. 10-day money back guarantee.

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MONEY BACK IF NOT DELIGHTED . . . Only $13.95 ppd.
HYPNOTIC AIDS, Dept. M-22, 1133 Bway., N.Y.C. 10

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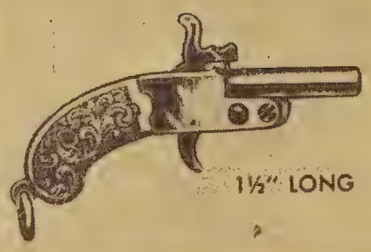

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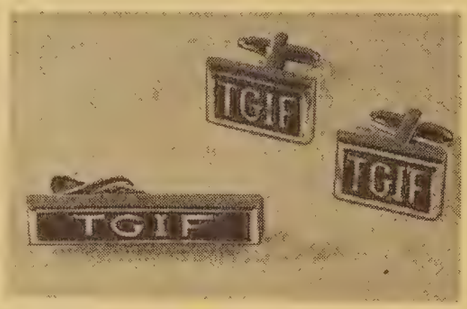
MINIATURE PISTOL—World's smallest pistol, made by a German gunsmith, is only 1½" long and together with cartridge expeller and 25 blanks, *weighs exactly ½ oz.* Yet it fires with a tremendous bang. Nickel-plated steel; hand scrollwork on butt; full cock; barrel breaks; 25 blanks. $3.95 ppd. Davis Model, Dept. AR-2, 509 East 80th St., N.Y. 21.

ELECTRIC hypnotism machine can be used in groups or individually, or for self-hypnosis. Revolves 10" disc at 59 rpm. Complete with disc, set-screw attachment, 8-foot cord, on-off switch, carrying handle and 110 V A.C. motor. Comes with instructions for $14.00 ppd. Order from Hypnotic Aids, Dept. AW-1, 1133 Broadway, New York 10, N. Y.

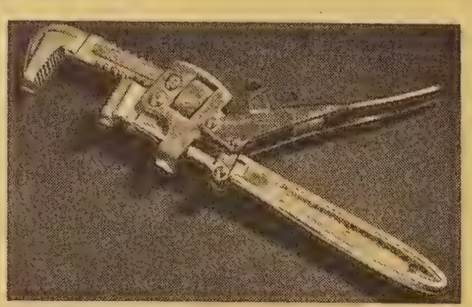


THANK GOD IT'S FRIDAY. This is a familiar welcome cry to anyone who looks forward to the weekend (and who doesn't?)—and that's what the famous initials TGIF stand for on this handsome set of cuff links and tie bar. Silver or gold finish, in satin-lined hard-cover case, set's a beauty. $2.98 ppd. Park Galleries, Dept. AR-2, 103 Park Ave., N.Y. 17.

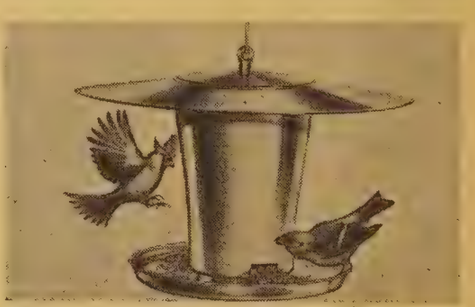
IT'S almost like having a personal guide when this new model Marine Compass goes along with you. Excellent for boats, in car, camping and fishing, etc. Inside rim of wooden box measures 3½" x 3½" x 4". You'll never lose your way again. Makes a great gift for the children—they love it. $5.98 ppd. Rembrandt Co., Dept. AM, 401 Market St., Newark, N. J.

DON'T LOSE HOPE if you're losing your hair. Pamper your pate with Ward's Formula. Controls scalp seborrhea; stops the hair loss it causes. The maker of this formula says you'll enjoy thicker-stronger-healthier-looking hair after only a few treatments. Tested by a U.S. Testing Co. $2 ppd. H. H. Ward & Co., Dept. RS, 19 W. 44th, N.Y.36.

MAKE WAY for vicious lions, charging bisons, mammoth elephants—everything from alligators to zebu. You won't want this monstrous menagerie traipsing through the living room, but you *will* want them for a unique and spectacular foreign stamp collection. Plus bonus—119 stamps in all. 10¢ ppd. H. E. Harris, Dept. L-4, Boston 17, Mass.



NEW GRIP WRENCH—the first clamp wrench ever made—it's a remarkable tool. Clamp at side locks wrench head with 2,000 lbs. gripping pressure. Fine as lock or pipe wrench, clamp or portable vise. Made in Germany, measures 10". Jaws open 4". A buy for $2.95 ppd. Lee Products, Dept. A1, 103 Park Avenue, New York 17, N. Y.



FINE FEATHERED FRIEND FEEDER is a joy to bird lovers! Made of sturdy, rust-proof aluminum, it safely withstands rigors of all seasons. Hood, 12" dia.; tray, 7½" dia.; hopper, 6½" high. Holds about 2 lbs. of feed. Easy to assemble for tree, eaves, side of house. They'll flap their wings over this. $2.95 ppd. Best Values, 403-AR Market, Newark, N. J.

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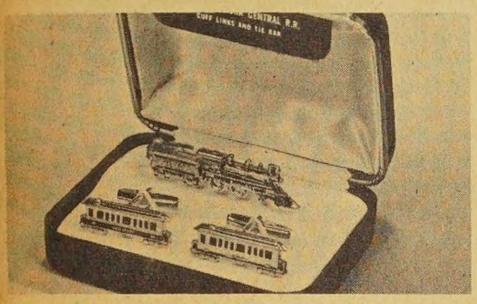
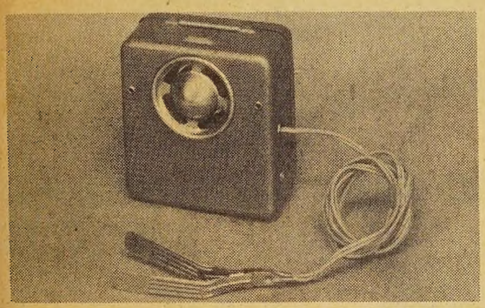
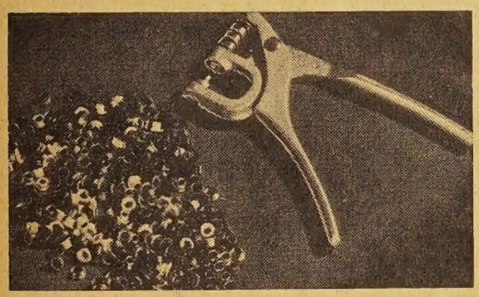


AUTHENTIC replica of "999" N.Y. Central R.R. engine in a tie bar with "Lake Dewey" links—reproduced down to tiniest detail by Pioneer. In rich golden tone accented with black. Handsomely boxed. $6 a set (plus 10% Fed. Tax) ppd. Catalogue of others sent on request. Railroad Men's Specialties, Dept. MM, Box 328, Dobbs Ferry, N.Y.



ELECTRIC BURGLAR ALARM requires no wiring or installations. Fits every door, window and drawer. Automatically sets off loud siren that's heard for blocks. Works on one standard flashlight battery (not included). Light, portable, it fits pocket or purse. Comes for $2.98 ppd. Order from Big Three Enterprises, Dept. A, 1109 Sixth Avenue, N. Y.



EYELET PLIERS will punch neatly through fabric, leather, oilcloth, paper, plastic, etc. A money-saver with many uses, it's ideal for camping equipment, belts, shoes, chairs, shower curtains, luggage straps, office records, etc. With 300 colorful eyelets, $1.98 ppd. Prince Enterprises, 60 East 42nd St., Dept. AR-3, New York 17.

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TV Booster Makes All TV Sets Work Better

Improve TV reception! Our wonderful new device can improve reception from any TV antenna now available to consumers anywhere. For the first time you can enjoy really high class viewing at really low cost. This wonderful new device called **TV BOOSTER** will cost you nothing to run. No operating expenses whatsoever. Uses no electricity. Completely safe and it never wears out. Once applied you never have to see or touch it again. For the best reception you've ever seen at next to no cost, we guarantee greatly improved results. All stations in your viewing area can be better seen and you'll get the clearest pictures you have ever dreamed possible, sold on money back guarantee!

Give Your TV Set A Boost

You spent a fortune on your set and are spending even more repairing it. Every single year your TV repair bill gets larger. Every single year your reception gets worse, and worse, and worse. Is this a vicious cycle? No! Too often it's the fault of your TV antenna! If you live indoors, you probably have a cheap three-foot long rabbit ears antenna. With the two three-foot long pieces of wiring sticking out unsightly like a rabbit's ears. If you own your own home or live in an apartment you probably have a so-called large antenna on top of your roof, the cost to install it was probably about one third over and above the cost of your set or about $100.00. And so what happens? Along comes a storm and down comes the poor antenna, after the storm you turn on your set and the whole mess with hazy pictures is back again maybe worse!

Now: New Living TV Viewing

There is something that will help. Think of it! For years you've had to see washed out hazy pictures on your TV screen but now you can use an antenna that's not 3, not 30, but hundreds of feet long. Now don't get alarmed. Your antenna is already in your house. The wires in the walls will give your TV a boost you want and need so badly. All you need to put your house wiring to work for you is a little time, about two minutes. One magnificent simple device called **TV BOOSTER** can do this for you at an amazing low price of $4.95. Use the wires in the walls of your home or apartment to boost your TV reception.

Start Using Electronic Components That Put Pleasure Into TV Viewing!

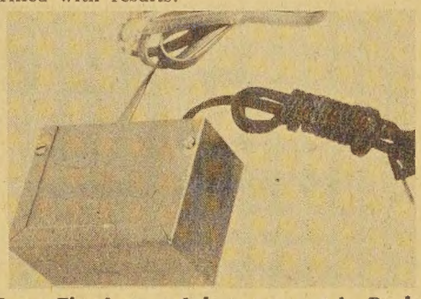
The wiring in your home spreads out in every direction and can be put to work for you. These wires in your home pick up radio and TV signals from all directions in the same manner that radar picks up signals from thousands of miles away. It makes a wonderful TV booster.

Start Getting Maximum Pulling Power From Your Housewiring with TV Booster! Or Your Money Back.

It works on any year, make or model TV set ever made. We guarantee you must be 100% satisfied or you get every cent back! It must boost your TV reception or your money back.

Amaze Your Family With Super TV Reception

To connect the **TV BOOSTER** to your set takes only about 2 minutes and a screwdriver. You don't even get your hands dirty. You simply plug it into the nearest electric socket and connect its wires to your set and it's connected **forever**—anyone can do it. Just unscrew your present antenna wires. Slip on the wires of **TV BOOSTER** and plug in its cord. Use your TV antenna and your **TV BOOSTER.** Now turn on the weakest channel, try reversing the plug and leave it in the socket in the way you get the clearest, brightest picture. That's all there is to it! Every other channel will show you an amazing difference from pictures you have seen before—you will enjoy better sound, and more living pictures than you have ever seen before. You'll begin to enjoy living TV better than you've ever dreamed possible or you get every cent back. Try it—you are the sole judge. Your money back if not thrilled with results.



From The Latest Advancement In Radar Electronic Research To You The Tops In TV Boosters!

Now with the latest developments of Electronic Radar Research comes breathtaking TV reception—Living TV so wonderful you'll say you can't believe your eyes. Send today for the miracle **TV BOOSTER** that will improve all television sets and turn them into Living TV. **TV BOOSTER** is sold only by mail and is not sold in stores. Don't delay—try it on our money back guarantee—send for it Today. Mail Coupon Now.

TV BOOSTER CO., Dept. 192
403 Market Street, Newark, New Jersey

Rush my **TV BOOSTER** to try at your risk. I must be 100% satisfied or I can return it after a full week's trial and get my money back—I am to be the sole judge. I enclose $4.95 cash, check or M.O., send postage prepaid. (I save up to 75c postage by sending full payment with my order.) I will also receive a written and dated guarantee with my order and I must be delighted with the reception of every single channel in my area or I get my money back.

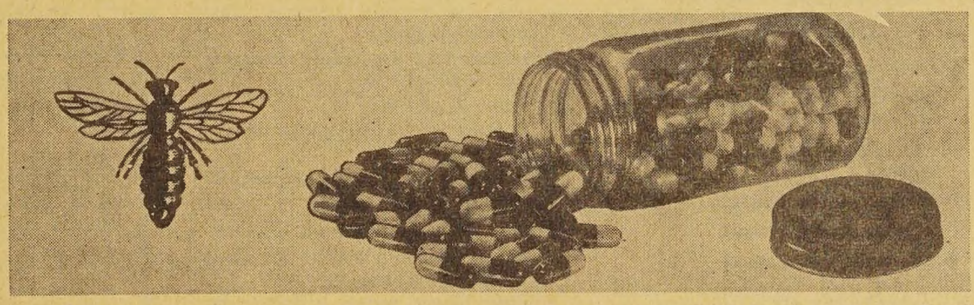
☐ I enclose $5.95. Send Deluxe Model

NAME.....

ADDRESS.....

CITY.....STATE.....

VOLKSWAGEN imported scale model is only 4" long, yet goes 20 mph on a straightaway. (They even race these models in California.) Beautifully detailed, car has micro-sensitive adjustment and differential for precision steering, brake, free-wheeling, crash absorber, etc. A beauty for $2.95 ppd. Lee Products, AR-3, 103 Park Ave., N.Y. 17.

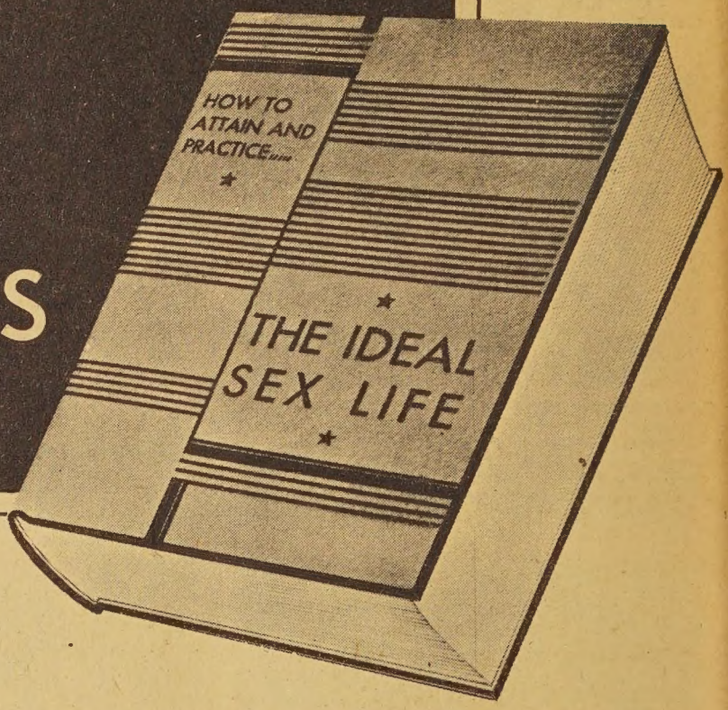


THE insect above, as most of you will recognize, is a Queen Bee, and in the insect world she's unique because *she lives 15 times longer than other bees* and because she lays her own weight in eggs every day. The thing responsible for these feats of longer life and reproduction in the Queen Bee is a food called Royal Jelly made and fed to her by other bees. Used first in cosmetics, Royal Jelly is now available in capsule form. It is used by such as the 80-year-old President of Chile (to keep up a fast pace with his young aides), Sir Edmund Hillary, and others. A month's supply of Lincoln Royal Jelly capsules is now only $4.95 ppd. Lincoln Royal Bee Co., 1306-AC Lincoln Bldg., N. Y. 17.

Married Happiness Can Last Forever with these

SEX INSTRUCTIONS

For Adults Only



by DR. J. RUTGERS

70 Simply Written Frank Chapters!

Readers of this all-complete book (one of the largest on married sex practice) have learned so much more than they thought possible! Practically every type of married sex problem and every age is individually treated. Shows how to carry out the detailed instructions. Experience the supreme satisfaction of a longer, happier married sex life and abolish the dangers of wrong sex notions. 150,000 illuminating words help establish the necessary desired cooperation between husband and wife. One of the most up-to-date books, the latest improvements, methods, etc., that should be known. This treasure is yours now for only $2.98 (originally $6.00).

Partial Contents of "Ideal Sex Life"

- Modern methods of sex hygiene —for male and female sex organs.
- Latest sex discoveries for improving sexual practice.
- Role of husband and wife in the sex act.
- Reactions of man and woman compared.
- The perfect sex act.
- Step by step plan for wedding night and honeymoon.
- Avoiding harmful mistakes of newlyweds and older married couples.
- "Rejuvenation treatments" for increasing sex potency of man and woman.
- What causes the sexual urge.
- Sex attraction and art of courtship for woman, man.
- Modern art of mutual sex satisfaction.
- Natural birth control.
- Foreign sex practices.
- Attaining Pregnancy.
- Ideal sex techniques and methods for satisfactory sex act.
- Overcoming frigidity in women.
- Preventing dangers of children's sex life.
- Art of love for different ages and types of men and women.
- Advice for aged married people.
- Attaining the greatest satisfaction in sex life.
- 4 kinds of sexual satisfaction.
- Avoiding too much or too little sex life.
- Overcome physical hindrances for ideal sex practice.
- Avoiding dangerous sex relations.
- Degeneracy facts of sex.
- The male and female sex organs.
- Strengthening man's sex virility and sex control towards ideal mutual climax.
- Importance of caresses, embraces for ideal sex life.
- Sources of Disease.
- Sex act regarding change of life, pregnancy.
- The problem of self-satisfaction.
- Sexual Case Histories.
- How to treat abnormal cases.
- Art of choosing a mate for ideal married sex life.
- Plus many more enlightening chapters—every one in simple frank words!

FREE Picture Book

317 Illustrations

YOURS free

With order of "The Ideal Sex Life" we give you FREE "Picture Stories of the Sex Life of Man and Woman." 317 illustrations with detailed explanations of the sexual side of the human body.

- Natural birth control charts.
- Facts to know on bridal night.
- Sex organs illustrated and explained.
- Women's change of life, menstruation.
- Calendar showing days of Fertility—Sterility.
- How sex system of man and woman works.
- The structure of female breasts.
- Pictures how pregnancy takes place.
- How sex vitality is produced in man, woman.
- Unusual cases, and hundreds more...

Read Both Books Without Buying

VALA PUBLISHING CO., Dept. S-227
220 Fifth Avenue, New York 1, N. Y.

Mail me "THE IDEAL SEX LIFE" in plain wrapper marked "personal," with FREE GIFT ($7.00 VALUE COMPLETE). I will pay postman $2.98 plus postage on delivery. If not satisfied within 5 days, I can return books and money will be refunded. I am over 21.

NAME _____

ADDRESS _____

CITY _____ STATE _____

( ) Check here if you desire to save delivery costs by enclosing only $2.98 with coupon under same money back guarantee.
(CANADIAN ORDERS $3.50. NO C.O.D.'s.)

WILL YOU SPEND $2 TO SAVE YOUR HAIR?

How many hard-earned dollars have you spent to save your hair? How many hair tonics, gadgets, restorers, electrical devices, have you tried in the last few years — with no success? How many times after an unsuccessful hair-growing attempt have you sworn not to spend another cent on another hair treatment?

Yet, you buy the next product that comes on the market with hair-growing claims.

Stand in front of a mirror, take a long hard look at the top of your head. What have you to show for the money you spent on hair restorers? Do you have as much hair as one year ago? Do you see any signs of new hair, or new hair growth? Why the failure?

CAN YOU GROW HAIR?

Doctors who have spent a lifetime studying hair and hair growth have concluded that nothing now known can grow hair on a bald head. So, if you are bald, prepare to spend the rest of your life that way. Accept it philosophically and quit spending hard-earned dollars on hair growers.

If you can't grow hair — what can you do? Can you stop excessive hair loss? Can you save the hair you still have? Can you increase the life expectancy of your hair? Probably. Please read every word in the rest of this statement carefully, since it may mean the difference to you between *saving your hair* and losing the rest of it to eventual BALDNESS.

HOW TO SAVE YOUR HAIR

Itchy scalp, hair loss, dandruff, very dry or oily scalp, are symptoms of the scalp disease called seborrhea. These scalp symptoms are often warnings of approaching baldness. Not every case of seborrhea results in baldness, but doctors now know that men and women who have this scalp disease usually lose their hair.

Seborrhea is believed caused by three parasitic germ organisms (staphylococcus albus, pityrosporum ovale, microbacillus). These germs first infect the sebaceous glands and later spread to the hair follicles. The hair follicles atrophy, no longer can produce new hairs. The result is "thinning" hair and baldness.

Many men and women suffer needless worry and heartache as they peer into the mirror at their retreating hairlines. Worse, they suffer needless loss of hair because today seborrhea can be controlled—quickly and effectively—by treating your scalp with the amazing scalp medicine called Ward's Formula.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills the three parasitic germ organisms retarding normal hair growth. This swift germicidal action has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. In brief Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 350,000 men and women on our famous Double-Your-Money-Back Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance.

Why not join the men and women who have successfully ended their troubles? Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look thicker, more attractive, and alive. Your excessive hair loss must stop. You must be completely satisfied — in only 10 days — with the improved condition of your scalp and hair, or simply return the unused portion for Double Your Money Back. So why delay? Delay may cost your hair.

H. H. WARD & Co., Inc., 19 West 44 Street, N. Y. 36, N. Y. © 1959

Doctors and hospitals can obtain professional samples of Ward's Formula on written request.

H. H. Ward & Co., Inc., Dept. 3405 B
19 West 44 Street, New York 36, N. Y.

Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

Name .....

Address .....

City ..... Zone ..... State .....

☐ Enclosed find $2, send postpaid (check, cash, money order)
☐ Send C.O.D. I will pay postman $2 plus postal charges. Canada, foreign, APO, FPO, add 50¢ — No C.O.D.

DOUBLE MONEY BACK GUARANTEE

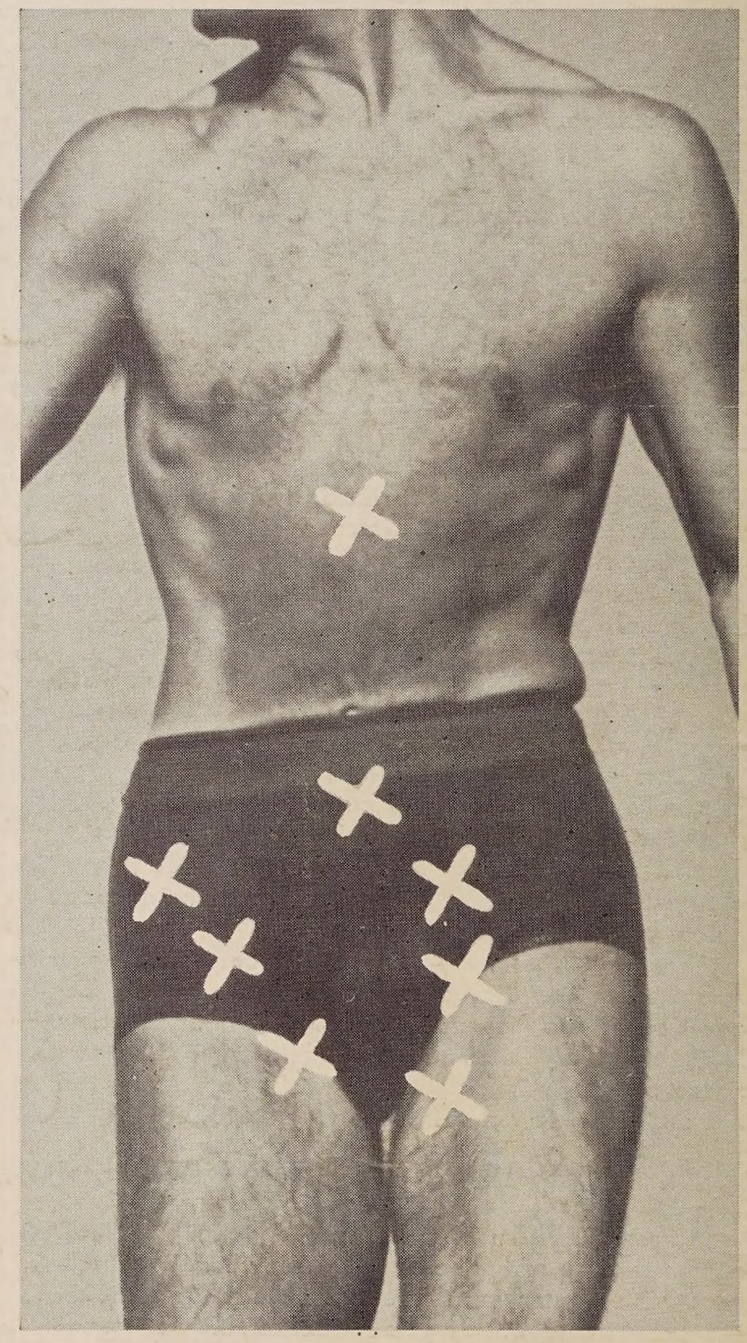
Amazing *RUPTURE Results

from all over the United States

*Reported by Thousands of *Reducible Rupture Sufferers*

TESTED Favorably by THOUSANDS of DOCTORS

Whose Reports Are Truly Astonishing!



(In our files we now have 62,912 grateful letters like these)

WINS APPLAUSE OF MINNEAPOLIS M. D.

"The Single DeLuxe rupture appliance you sent fitted the patient perfectly. He is eighty-seven years of age and has had a large scrotal hernia for several years. All types of trusses had been tried, but none were satisfactory. He was delighted and happy when he left my office, and said the truss felt like his suspenders. This #18 full scrotal cushion wider at the bottom is a big improvement over the average scrotal pad.

"Likewise, the double underbands were very helpful. I have fitted several hundred patients with trusses and this is the first time I have seen the double underband. Also your elastic is far superior to that in most elastic trusses.

I am very much pleased with your truss and know I will have occasion in the future to order more.

Very truly yours, _____M.D.
(Name withheld on professional request)

WORTH $1,000 TO HIM

"I believe I forgot to say anything about the truss I received from you. Well, I put it on and forgot all about it. It is wonderful. It did not or does not give me any trouble. Now I always wondered when I read the advertisement how it was that you claimed the truss would stay in place. I got one before but it always slipped out of place, but I can't pull this one out of place. It clings right fast and it does not burn or chafe either... and so cheap. No one knows how it is to have a rupture till they've got one. Why, I would give a thousand dollars for a truss like this before I would do without one... so simple to put on and take off." (Pennsylvania)

THREW IT AWAY

"I purchased a truss from you in 1941 and am happy to say that after wearing it 5 years I threw it away. I am a farmer doing very heavy work and feel I am as strong now as I was before I was ruptured." (New York)

IS GLAD HE WROTE

"Just to let you know I received my Appliance on May 19. I put it on immediately and have had it on ever since. The reason I have to be so careful in choosing a rupture appliance is because I work in the Kohler Pottery in the kiln department. In summer it becomes excessively hot in there and the ordinary spring truss is unbearable. With my old truss which cost $15 the entire skin area covered by the truss became infected with boils so I had to go without it. So I had to go through with an operation in order to be able to work. My old rupture is still tightly closed, but the one I now have is right next to the old one.

I have often read your advertisements but somehow never wrote for information. I'm glad that I wrote now, because I have never worn an appliance before that is as comfortable, neat and simple as the Brooks Appliance... it is the best truss I have ever seen. Thank God for men like Mr. Brooks who gave us a real truss." (Wisconsin)

ENJOYS RIDING HORSES!

"In regard to your rupture appliance which I have been wearing for over a year—I find it has given me wonderful results. I can do any kind of work—even riding horses or any other sport without any suffering. I hardly know that I was ever ruptured—in fact, many times I have got up, put my clothes on, go about chores and never think to put my rupture belt on. My rupture is down to its normal size—it never has been down since the day I started wearing your rupture appliance." (California)

Send for PROOF of RESULTS!

Crosses on photograph above show location of *ruptures such as Epigastric, Umbilical, Navel, Inguinal, Femoral, Scrotal. Now locate YOUR rupture. Then ask yourself: "What can I lose by simply finding out what Brooks—world's largest international organization founded 1880—can do for MY rupture?" As you know, delay in proper support of a reducible rupture can be dangerous and even fatal. Why not write for the inspiring Free Facts today! Just tear off handy coupon . . . and slip into an envelope!

MAIL THIS COUPON NOW!

(PRINT Your Name and Address Clearly)

BROOKS APPLIANCE CO.
100-B State St., Marshall, Mich.

Without obligation, please send your FREE BOOK on Rupture, PROOF of Results, and TRIAL OFFER—all in plain envelope.

Name_____

Street_____

City_____State_____

State whether for Man ☐ Woman ☐ or Child ☐

C. E. BROOKS, Inventor

FREE! Latest Rupture Book Explains All!

SENT YOU IN PLAIN ENVELOPE **JUST CLIP and SEND COUPON**

Brooks Appliance Co., 100-B State St., Marshall, Mich.